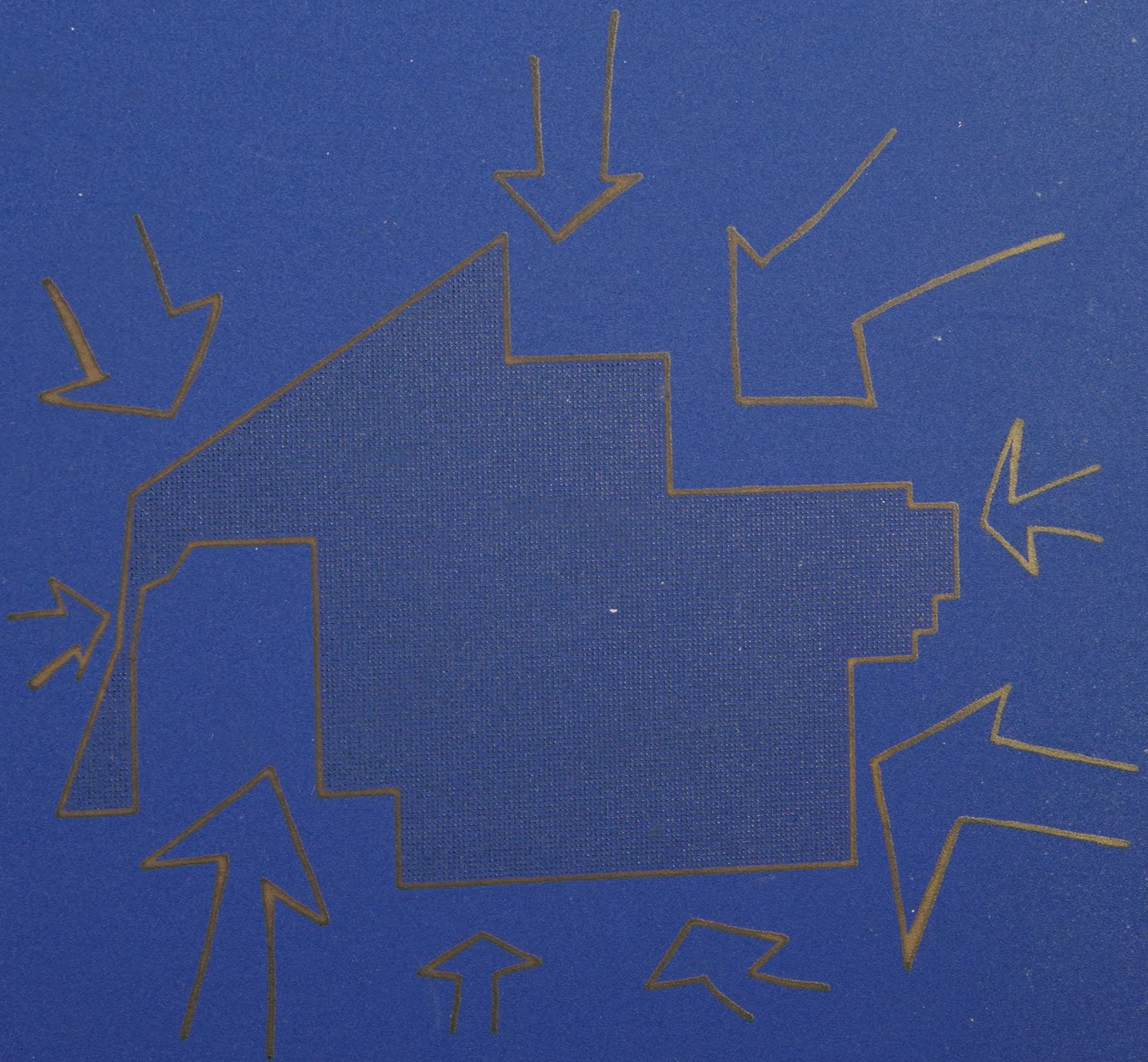
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GENERAL PLAN



city of LOS ALAMITOS

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LAND USE

LOS ALAMITOS GENERAL PLAN

THE PLANNING AREA

The City of Los Alamitos, Orange County, is located just easterly of the Los Angeles - Orange County Line at the intersection of the San Gabriel Freeway and the San Diego Freeway. The cities of Cypress and Garden Grove are immediately to the east of the City of Los Alamitos.

The Planning Area includes all of the area within the corporate limits of Los Alamitos and the surrounding unincorporated area bounded by the San Diego Freeway, the San Gabriel River Freeway, the City Limits of Cypress and the City Limits of Garden Grove.

GENERAL OBJECTIVES

1. Present a general guide to a future development of land use - residential, commercial, industrial, and public - within the planning area.

2. Separate incompatible uses, while allowing each type of land use sufficient area to develop to the fullest extent indicated by the economy and the general welfare.

3. Provide a comprehensive guide for public improvements and private investment.

4. Provide a comprehensive guide for the development of parks, open areas, civic center and other public building needs.

5. Provide a guide for the redevelopment of a strong retail commercial center and smaller convenience shopping centers for the various residential neighborhoods.

6. Outline a system of arterial and local streets to provide adequate and safe circulation within and between the various land uses of the Planning Area and contiguous cities and coordinated with the County Master Plan of Arterial Highway.

STANDARDS

1. The present population of the city is 9,400[1] with an estimated 21,000 persons in the Planning Area. By the year 1975, there will be 12,800 persons in the city; 14,000 by 1980 and 15,500 in 1985. It is estimated that the Planning Area can expect a population of some 28,680 people by 1985. The holding capacity of the immediate Planning Area, based on the Land Use Plan is more than the expected population.

2. Residential uses are divided into these densities: Low density, not more than five (5) dwelling units per acre; medium density, not more than twelve (12) dwelling units per acre; medium-high density, not more than twenty (20) dwelling units per acre; high density, not more than thirty (30) dwelling units per acre.

Precise control of these densities should be secured through the provisions of the zoning ordinance.

3. The present business area will be strengthened and enlarged. New strip commercial development along major streets will be discouraged.

4. The need for neighborhood shopping centers is to be recognized, but only when sufficient buying power occurs in residential areas; or when present areas redevelop into higher densities.

---

1. Not included, (294) Navy personnel housed on the base.

5. Existing heavy commercial - light industrial areas to be recognized so far as possible, but must be planned for more attractive use and screened for adjoining residential areas.

6. Additional land must be planned for industrial use, to provide local employment and to strengthen the local economy.

7. Each residencial neighborhood, as defined by the circulation element of the General Plan, shall be served by a neighborhood recreational park; groups of several neighborhoods should be served by a community park.

8. The street system is to be geared to a minimum of 6,500 local vehicles by 1975, and the traffic volume approximately twice that level.

9. The local street and highway system is to be adapted as far as practical with the present projected plans of state and county agencies to produce a unified area traffic pattern and program.

10. Exclusively residential areas are to be isolated and protected from heavy traffic.

11. Growth of the city will continue at a slower but steady rate during the next twenty (20) years.

POPULATION

Certain assumptions must be made in estimating future population of the city and Planning Area. These are:

1. Population within the city will be highly concentrated for the most part because a large area is devoted to multiple housing. Population outside of the present city limits will be primarily single family density or not more than five families per acre.

2. Rate of growth will be directly related to building activity in multiple family area annexations, and created by sound protective measures taken by the city.

3. Desirable housing can be provided by adequate and safe building standards an controls over density and design.

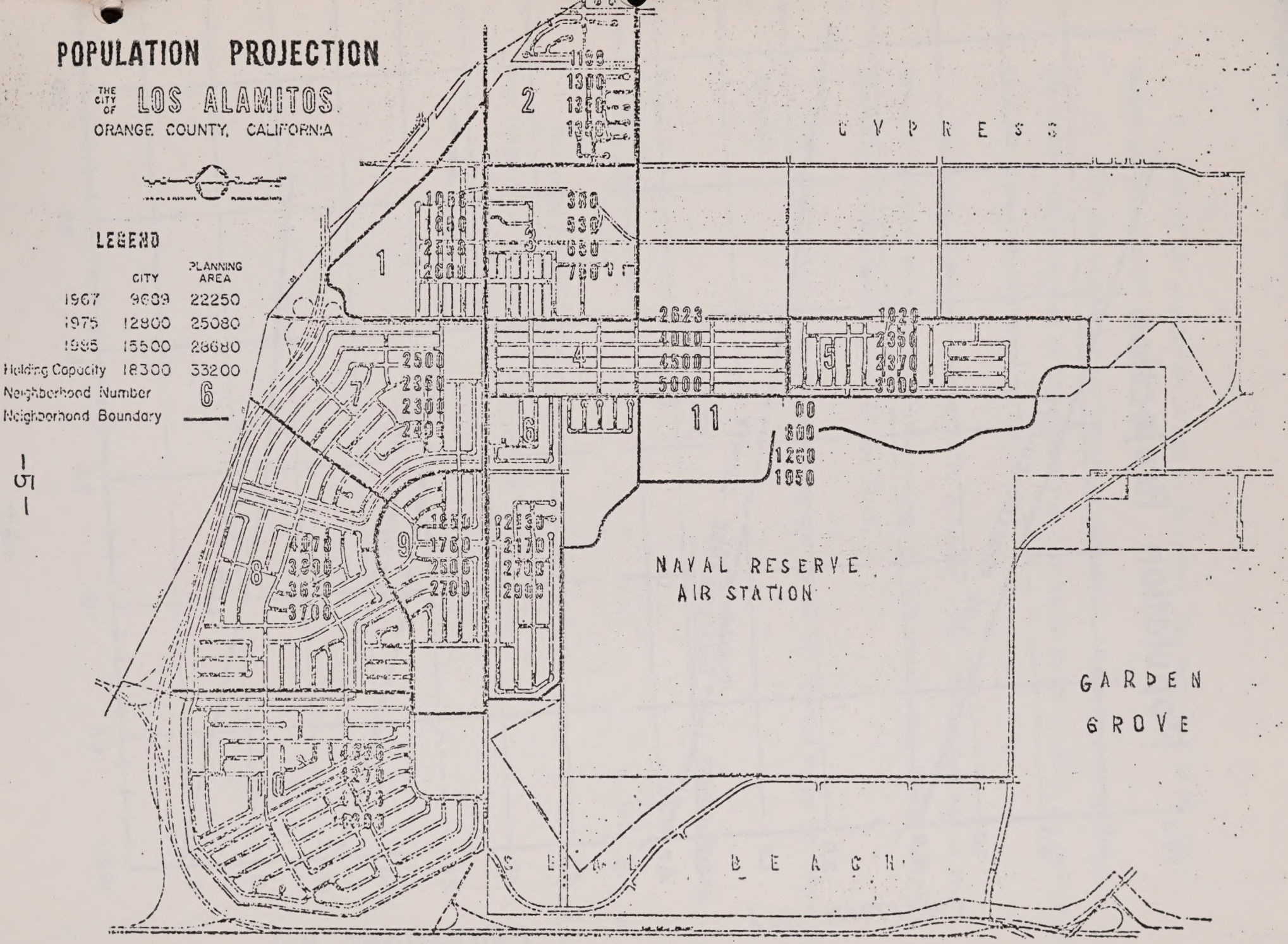
4. It is unlikely that the average family household size will increase materially. The present average of 3.61 persons per dwelling unit, as compared with Los Angeles County 2.86 will not continue. It is expected that persons per dwelling unit will decline.

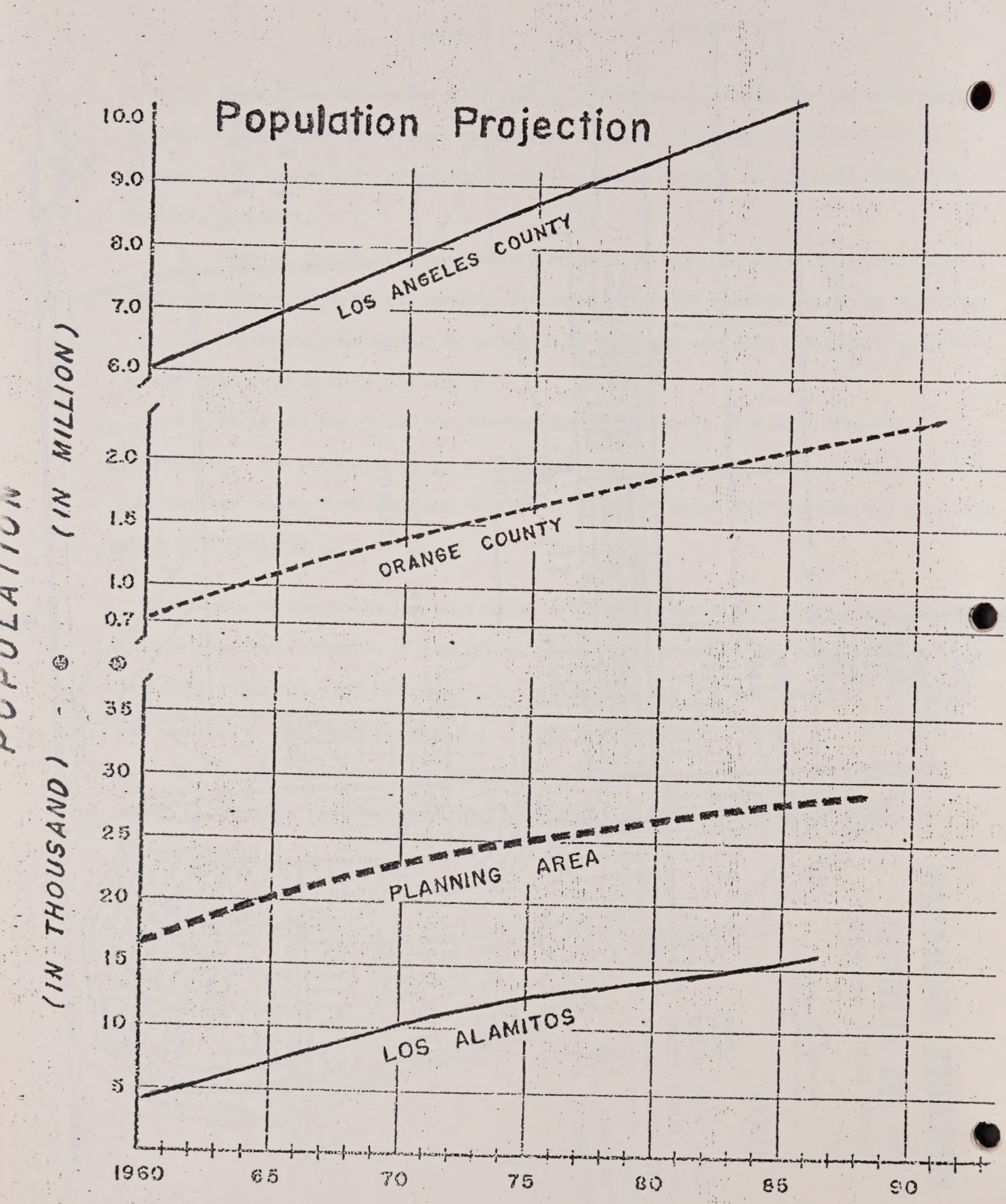
The map of the following page shows estimated present population by neighborhoods of the area and estimates of population of the same areas in the years 1975, 1980 and 1985. The map also indicates holding capacity for the area based on the Land Use Element of the General Plan.

On the page following the Neighborhood Population Map will be found a graph which illustrates past and projected growth of Los Alamitos and the Planning Area through 1985.

POPULATION PROJECTION

THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA




Population Projection
POPULATION
(IN MILLION)
(IN THOUSAND)
10.0
9.0
8.0
7.0
6.0
LOS ANGELES COUNTY
2.0
1.5
1.0
0.7
ORANGE COUNTY
35
30
25
20
15
10
5
PLANNING AREA
LOS ALAMITOS
1960
65
70
75
80
85
90

2. 6.4% of the population is age 65 and over. The norm is 8 to 9%, this leaves an "employable" group of some 50.6%.

3. With the population per household decreasing, it can be anticaped that the number and percentage of young people will decrease slightly while the percentage of older groups (65 and over) will decrease.

The census shows Los Alamitos to be a "young" city. The average age is 24.5 years as compared with the California average of 30.8 years. This is due to high percentage below eighteen years of age 39.1%.

1960 median figures on age, schooling and income are charted below for comparison purposes.

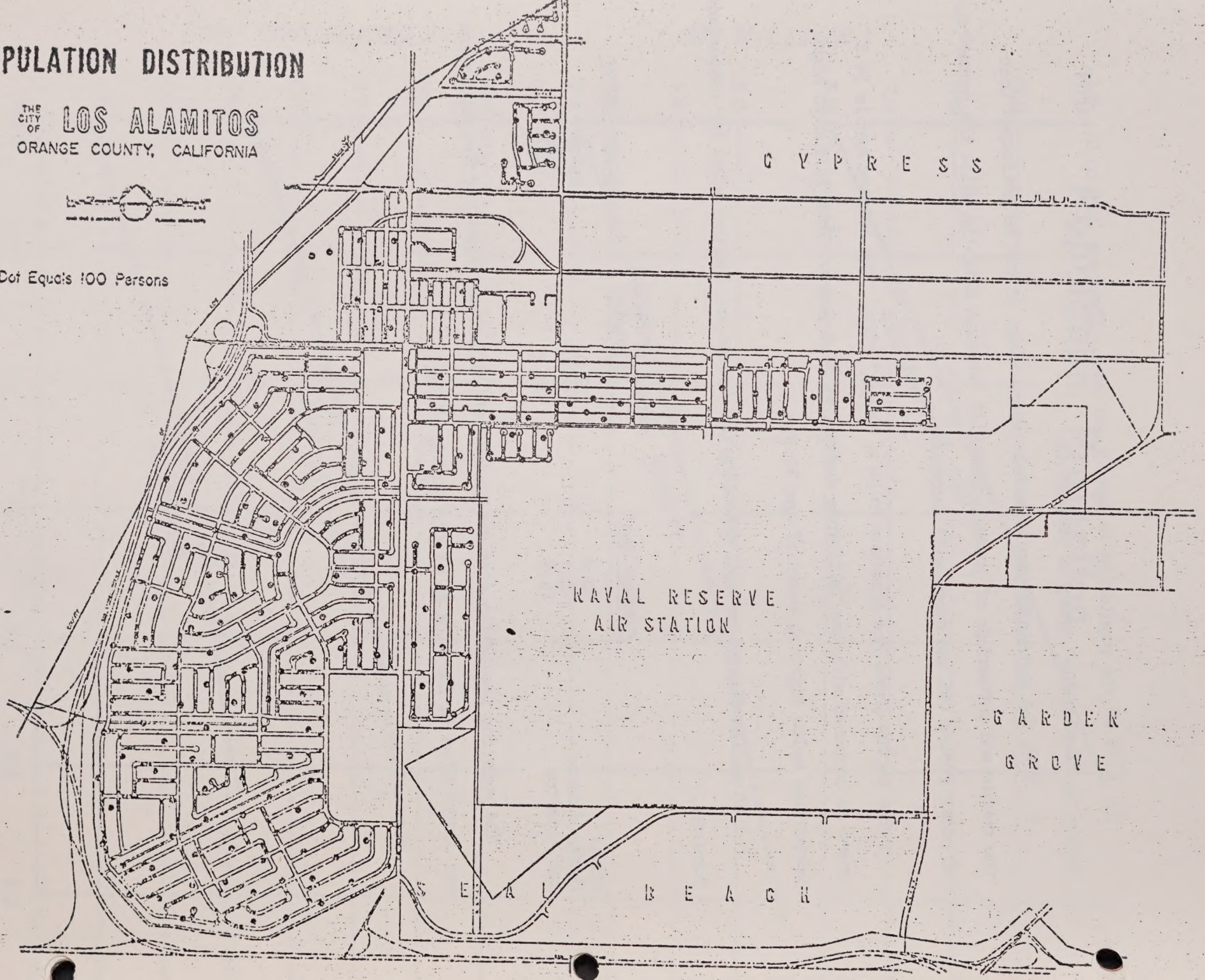
	Average Age	Years of School Completed	Average Income
State	30.8	12.1	$6726
Orange County	31.1	12.2	7219
Los Alamitos	24.9	11.4	6461

The existing population distrubtion map, which follows shows how the population was distributed in the city as of the spring of 1967.

POPULATION DISTRIBUTION

THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA

One Dot Equals 100 Persons



THE BACKGROUND TO PLANNING

GENERAL

Los Alamitos is a relative newcomer to the complex of incorporated cities in the South Los Angeles, Orange County metropolitan area. The city was incorporated in March, of 1960 with a population of 4,312. The area was originally agriculture in nature, but the war years created an industrial boom in the area to the north. Gradually the area was developed into small tracts with little comprehensive planning. The exception has been the Rossmoor development southerly of the city. However, since incorporation, there have been some progressive steps taken by the city, and the results of these steps are now evident in better housing and in better zoning in land use controls.

The San Diego Freeway runs just a few hundred feet southerly of the city and the San Gabriel Freeway borders the city immediately to the west. The Pacific Electric Railroad bisects the city as far as Los Alamitos Boulevard serving the city from the east.

Southern California Water Company serves the water customers in the city. Southern California Edison supplies the power.

Most of the Los Alamitos Planning Area is in the 30 to 50 foot elevation above see level. Most of the city is built on highly productive land and agriculturely important soil which extends easterly from the Los Angeles County Flood Control Channel, most of the area has deep soil.

ECONOMY

A detailed report on the total economy of the area was presented in September, 1967 to the city council. Highlights of this report are:

Assessed Valuation: Assessed values per square foot vary from 60 to 80 cents per square foot in newer subdivisions to a low of 15 cents in the older areas. Commercial valuations vary from 45 cents a square foot to $1.10 a square foot in the better commercial areas. Industrial areas vary from 10 cents a square foot to 60 cents.

Shopping Habits: A high percentage of families shop in adjacent communities such as Long Beach, Downey, Montebello, Seal Beach and others.

Work Force: The majority of the residents work outside of the community, particularly in technical and professional fields.

Income: The families in the community, which average 3.74 persons in size, have enjoyed an increase from $6460 in 1960 to $10,158 in 1967 in annual income.

EXISTING LAND USE

The physical inventory of all land uses on every parcel of land in the city and in the county area which abuts the city was made early in 1967. This information was mapped and will be found on the following page.

Following the map will be found a chart which analyzes these existing land uses in reference to existing zoning. The chart can be read as an "Index of Development". It shows:

1. Amount of land area in each zone district.

2. The area in each zone devoted to a particular use, or vacant.

3. The area covered by any particular use throughout the city, by zone and by total area.

4. The proportion of the city that is "developed" - that is, occupied by a particular private or public use, including streets and highways. Vacant land and land under cultivation have been considered as undeveloped.

5. The proportion of each zone that has been developed. This is shown on the bottom line in the chart.

The chart also reveals the efficiency of each zone; that is, how much land is taken up by the use for which the zone was primarily intended.

The most important inference can be drawn from the right hand column headed "Percent of Total Developed".

CITY OF LOS ALAMITOS
ANALYSIS - EXISTING LAND USE - ZONING
(All measurement in acre - To the nearest hundredth)

Existing Land Use	Zoning Categories R-1	R-4	C-1	C-2	M-1	A-1	Street	Highway	Total Acre by Use	% of Total Developed	% of Total
Single Family	207.27	84.28	1.43	4.82	---	---			297.80	33.50%	
Duplex	0.24	23.06	0.90	2.03	0.31	---	---		26.54	2.99%	
Multiple Family	------	37.72	-----	2.23	1.47	---			41.42	4.66%	
Trailer Court	------	1.76	0.48	-----	11.59	---	---		13.83	1.55%	
Retail Comm'l.	------	1.07	10.32	5.34	------	---			16.73	1.88%	
Heavy Comm'l.	------	------	-----	0.68	26.13	0.64			27.45	3.09%	
Ser. Station	------	------	1.67	2.76	------	-------			4.43	0.50%	
Office	------	0.67	2.41	4.03	7.79	-------			14.90	1.68%	
Public	------	0.23	0.52	1.82	2.39	-------			4.96	0.56%	
School	10.10	19.21	-----	-----	87.37	50.10			166.78	18.76%	
Church	------	2.59	0.83	-----	3.01	0.86			7.29	0.82%	
Quasi-Public	------	------	-----	1.19	0.80	-------			1.99	0.22%	
Manufacturing	------	------	------	-----	42.81	0.34			43.15	4.85%	
Utility	------	0.41	------	0.46	0.62	-------			1.49	0.17%	
Street	------	------	------	-----	------	-------	208.78	---	208.78	23.48%	
Highway	------	------	-----	-----	------	-------	------	11.44	11.44	1.29%	
Total Developed in each Zone	217.61	171.00	18.56	25.36	184.29	51.94	208.78	11.44	888.98	100.00%	35.93%
Federal	------	------	------	-----	------	1209.86			1209.86		48.90%
Canal						46.10			46.10	1.86%	
Vacant.	8.71	27.47	4.32	67.68	162.24	58.79			329.21		13.31%
Total by Zone	226.32	198.47	22.88	93.04	346.53	1366.69	208.78	11.44	2474.15		100.00%
% Developed in each Zone	96.15%	86.16%	81.12%	27.26%	53.18%	3.80%			35.93%		

City-Gross Area: 3.86 sq. mi. - 2474.15 acres.

Recent studies have produced figures on how land uses are divided on small and medium size cities such as Los Alamitos. The following table stricly for purposes of comparison, shows land uses as a percent of developed areas. These average figures do not necessarily indicate an "ideal" division of land uses.

	Los Alamitos	Average
Single Family	33.50%	34.00%
Duplex	2.99	3.70
Multiple family, trailer courts	6.21	1.80
Commercial, including retail, office, parking, service stations & motels	4.06	3.10
Industrial, including heavy commercial	7.94	5.60
Public, including quasi-public	20.53	18.2
Streets, freeways	24.77	28.3
Federal	48.90	
Canal	1.86	

Under multiple family trailer courts take up about one-third of the acreage of multiple family use. Note that federal has been listed separately from public in order to keep averages reasonable and typical. The above figures are confined to Land Uses only within the city. They do not take into account the 3400 plus units of residential development in Rossmoor or the commercial development.

The comparisons between Los Alamitos and the "average", and examination of the Zoning Analysis Chart are interesting and valuable. Points to be noted are:

1. The absolutely "clean" single family area.

2. The encroachment of commercial and office uses into the multiple family area.

3. The high percentage of total developed area in multiple family compared with the average.

4. The considerable encroachment of residential uses in the C-1 and C-2 Districts.

5. The high percentage of area developed commercial in relation to total development.

6. The encroachment of duplex, multiple family and trailer court uses into the M-1 District; the very large amount of public uses, schools and churches which have been or are being constructed in the M-1 District. Over 92 acres of the total of 346 acres are in such uses.

7. The current high percent of commercial uses can be quickly explained by the string commercial development along principal traffic arterials. This imbalance is not severe; it can readily be corrected by proper controls in the development of the modern Zoning Ordinance, and control of new commercial areas which will be needed in the future.

8. The low percent of acreage used by streets and freeways is explained by the large amount of undeveloped acreage, particularly in the "M" Districts and because the air base has been included in the total acreage of the city.

In summary: The city cannot be considered badly out-of-balance, it is something that could be expected in a situation where large amounts of development occurred prior to extensive Zoning Districts which have become widely used only in the last few years. Thoughtful planning, firm development policies, and vigorous promotion will produce a vital and healthy city.

LAND USE PLAN

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA



LEGEND

	FAMILIES PER ACRE
RESIDENTIAL	
Low Density	5
Medium Density	12
Medium High Density	20
High Density*	OVER 20
COMMERCIAL	
Neighborhood	
Highway	
Retail	
INDUSTRIAL	
Planned Industrial	
Industrial	
TOT LOT	
LIBRARY	
OTHER	

* INCLUDES OFFICES

RESIDENTIAL

A. Low Density - not more than five (5) dwelling units per acre. This designation has been used for those parts of the Planning Area which have been developed with small to medium size, single-family homes - the current subdivision pattern, with approximately five (5) homes per acre. It has been extended over those parts of the Planning Area which have already been earmarked for homes, into those areas which can be best suited in the future for home sites. Through the mechanics of the Zoning Ordinance it will be possible to set aside the more desirable areas with the low density pattern which should develop as medium size lots, cluster, town house or planned residential developments on sites ranging up to 8,000 square feet.

B. Medium Density - note more than twelve (12) dwelling units per acre. This designation covers all areas suitable for duplex and triplex development with "open-space" for comfortable, pleasant and uncrowded living.

C. Medium-high Density - not over twenty (20) dwelling units per net acre. This district, by far the largest area in the city, recognizes certain established patterns and controls. It will provide the area required by many industrial employees who will find Los Alamitos a pleasant and desirable city in which to live.

It has been almost traditional to use medium and medium-high density residential areas as "buffers" or transitional zones between single family uses and commercial or industrial uses. This practice has its merits; it should be the exclusive function of duplexes and apartment houses to separate stores from homes. Low density

multiple developments can make profitable use of land which is unsuitable for either homes or commerce, because of location, traffic, or other factors. Persons who chose apartment living are entitled to all the amenities of space and quiet that planning can give them.

The medium density area would also be useful, in the future, for development of community apartments, condominiums and other innovations in the multiple housing field. The precise distinction between duplex and apartment areas, if one should be made, will be a function of the Zoning Ordinance.

D. High density - more than twenty (20) dwelling units per net acre. This designation includes most of the present high density apartment areas and includes areas adjacent to business development which is or will be in the need of re-development, or to lend support to other proposed uses. Good planning dictates that this type of use should be near shopping and service facilities and have easy access to arterial streets. This type of high density also creates a volume of traffic which should be kept away from single family homes.

OFFICE AND PROFESSIONAL

Areas should be established where business offices, medical and dental offices and other professional uses can blend with both commercial and high density uses. It has been found that professional offices, particularly, can mix with apartments, if adequate parking and landscaping are required. It is also reasonable to establish office areas for agents, sales firms and other uses which are closely allied to the retail field, but would be penalized by the high rental value of strictly commercial property. Several areas have been designated as "office and professional", to support the various commercial-residential areas in the plan. These districts, or zones in the new ordinance, would allow a mixture of apartments and professional uses, or in other areas would be restricted to professional-retail uses only.

COMMERCIAL

A. Business District - There are two areas which are the primary retail centers for the Los Alamitos Planning Area at the present time. One is at the southwest corner of Katella Avenue and Los Alamitos Boulevard; the other is the Rossmoor Shopping Center. Businesses interspersed with heavier uses along other portions of Los Alamitos Boulevard and Katella Avenue do not attract retail customers into the area, and can only be considered one-stop retail stores. Some effort must be made to concentrate compatible retail outlets in order to attract potential customers into the area.

B. Neighborhood Shopping Centers - there is a recognized need to serve the neighborhoods which exist and will be developing within the city and planning area. These are "convenience goods" centers - for markets, household supply stores, drug stores, service shops and service stations. In the Zoning Ordinance, a clear distinction should be made between the uses which will be allowed in these centers, in contrast to the "shoppers goods" outlets in the business district; to the garages, warehouses and service yards in the heavy commercial - light industrial districts; and to the automobile-oriented sales and services which would normally be permitted in the Highway-Commercial District.

C. Highway Commercial - This has been proposed for areas along the major streets which presently are partially involved in mixed commercial uses. In most cases these uses are not compatible with each other. This district will be oriented to the traveler, visitor and the shopper, with the drive-in type of merchandising such as service stations, garages, auto, truck, trailer and boat sales and services. Motels, drive-in restaurants, furniture stores, hardware and other supplies might also be included in this district.

D. Heavy Commercial - Light Industrial Areas. These have been indicated where heavier types of commercial uses can be located along with light, selective industrial uses, such as lumber yards, warehousing, wholesale stores and storage, truck yards and similar intermediary uses. The Zoning Ordinance will more closely define the uses, and recommend screening and landscaping controls to make these areas more compatible to abutting uses. The Economic Survey indicates a need for this type of district, and the Existing Land Use Survey indicates that there are some of these uses which are presently located to the detriment of the area in which they are now established.

INDUSTRIAL

A. Controlled or Planned Industrial Districts are shown within the Planning Area. It is fortunate that the City does contain some areas in the northwest corner of the City for industrial development. However, the City badly needs more industrial zoning and the accompanying basic employment, both the controlled industrial uses as well as general industrial types, and it appears that the only way to get it would be by private acquisition of a portion of the air base property.

Various land use areas as outlined, would be selected in each designated area, and it will be recommended in the new Proposed Zoning Ordinance that the uses in each district be restrictive, that the uses in the more restricted areas would not be allowed to pyramid to the next district. This "selective" district concept will help to maintain investment and land value by not permitting dissimilar uses to be introduced or continued.

PUBLIC USES

Schools. Los Alamitos is part of the Anaheim Union High School District and the Los Alamitos Elementary School District. Both school districts extend beyond the City Limits.

Park and Recreation Facilities

Los Alamitos is fortunate in having three rather large recreation facilities immediately adjacent to the city - El Dorado Park and Golf Course on the northeastern corner of the city, immediately across the San Gabriel Freeway; the golf course and driving range immediately west of the Los Alamitos Race Track, on the northeasterly side of the city, and the Old Ranch Country Club and Golf Course southerly of the U. S. Naval Air Station. Unfortunately, these facilities are primarily for adult use, which makes them unavailable, for all practical purposes, for small children and mothers with their tots in the central portion of the planning area.

While the city has no parks and recreation facilities as such, there is a Youth Center owned and operated by a non-profit organization, and there are more than adequate playground facilities within the well spaced elementary, junior high and high school sites. An effort should be made to coordinate a recreation program with the Los Alamitos Elementary School District and the Anaheim Union High School District to utilize all existing and proposed facilities to the fullest, and eliminate overlap of programs. Based on State recreation standards, the City theoretically would require six acres of neighborhood parks by 1970, eight acres by 1975, nine acres by 1980 and ten acres by 1985. A similar amount of acreage in community parks is indicated for each of the years set out above.

In the Land Use Plan for the City, two neighborhood parks or recreation sites have been set out; however, several tot-lot areas have been suggested. One quiet type park facility has been proposed in combination with the Civic Center; a recreation and park facility of a regional character has been proposed on each end of the runway of the exisiting Naval Air Facility. The location of the two parks and golf courses at the end of runways would serve two purposes: (1) to provide needed recreation facilities for the planning area, and (2) to protect the glide path of the runway more adequately, and to eliminate future conflict between residential land uses and the operation of the air facility.

Civic Center

The administrative offices of the Civic Center are adequate to serve the present population; however, with the expected increase in population, it will be necessary to increase the area for administrative facilities for the City, and more particularly to make provisions for a more adequate police and fire facility. It is estimated that the City should have a minimum of five acres for a Civic Center site to serve future population. The present location of the Civic Center could be expanded to meet this requirement.[1] It is recommended that the police facility and fire facility be located on the Civic Center site. The fire department location has been considered in relation to the American Insurance Associates and Pacific Fire Rating Bureau, which has established response distances for fire protection, which are recognized not only in rating systems, but in general planning as well.

---

1. If an area cooperative arrangement can be worked out with adjoining cities and the county a site located southerly of the present station may be used.

The distances, stated in actual street run rather than airline, are (1) for high valued commercial areas - 1½ miles; (2) for residential areas - 2 miles; (3) for scattered residential and farm areas - 3 miles.

The Civic Center site provides necessary coverage to the commercial area on Los Alamitos Blvd. and Katella Avenue, and would give adequate coverage to the farthest southerly and easterly areas of the city.

Library

The location of the library need not be a central one, but one that is easily available to the public. The Civic Center location would be convenient to schools, commerce and traffic. A public library would greatly enhance the Civic Center, and it would increase the drawing power to the Civic Center through the intersection of Los Alamitos and Katella Avenue. It is estimated that a building containing between 10,000 and 12,000 square feet will be required for the planning area by 1985.

LAND USE ELEMENT
OF THE GENERAL PLAN
ACRES AND PERCENT OF DEVELOPED AREA BY TYPES

	City (1) Acres in Plan	Average (2) City Acres	Planning (3) Area Ac. in Plan	Average (4) Planning Area	City - % Dev. Area in Plan	Average (5) City % Dev. Area	Planning (4) Area % Dev. Area
Residential							
Low Density	575	646	1575	1020	18.18%	34%	41.70
Medium Density	-	70	-	222	-	3.7	
Medium High Density	150)		172)		9.43)	1.8	7.85
High Density	85)	32	85)	51	3.63)		
Commercial			103	66	2.02	3.1	3.40
Neighborhood	20)	42					
Highway	3)						
Retail	30)						
Industrial		108		171		5.6	25.48
Planned	640		640		36.53		
Other	-		-				
Public		345		546			
Schools	142)		202)		6.06)	18.2	26.57
Parks	300)		480)		12.00)		
Airport	329)		329)		14.04)		
Other	72)		72)		2.79)		

(1) Includes development on air base
(2) Average satellite city of 30,000
(3) Includes area of City and Rossmoor and 30,000 persons
(4) Based on 3500 acres, Rossmoor and City only
(5) Based on satellite city of 3500 acres

IMPLEMENTATION

The Land Use Element of the General Plan will be implemented by the adoption of comprehensive zoning and subdivision regulations; however, prior to such precise regulations, certain objectives and standards should be agreed upon, particularly for multiple family development, as it is anticipated that the major future residential development will be of multiple family type. To aid in such implementation certain objectives and principles are suggested.

Objectives

1. To provide a living environment for people wishing to live in multiple family units.

2. To encourage heterogeneity rather than homogeneity in the physical, social and spatial patterns for residential communities.

3. To provide, through zoning, adequate multiple areas in line with the local needs and desires.

4. To encourage maximum compatibility of multiple family uses with adjacent types of uses.

5. To provide an adequate quantity of multiple family zoned areas of varying densities commensurate with present and anticipated demand while allowing for a variety of site choices.

6. To encourage variety in the residential development pattern of the City.

7. To encourage developers to build to high standards and provide amenities related to densities of all districts.

8. To provide a variety of housing types in order to best meet the demand of all age groups.

9. To discourage look-alike rows of apartment buildings.

10. To improve environment by encouraging good landscape architecture.

11. To reduce the overhead clutter of wires and utility poles in an all multiple residential area, in order to improve safety and appearance of the area.

12. To encourage development of land presently zoned for multi-residential purposes.

Principles

1. Multi-family development should be encouraged to locate directly adjacent and/or contiguous of activity centers.

2. Multiple units should be located directly adjacent and/or contiguous with permanent open spaces including private open space for the development.

3. String-stripped multi-family development on major thoroughfares when undeveloped land is available should not be encouraged.

4. The average density of any area or neighborhood shown on the General Plan should not be increased beyond average overall densities as shown.

5. High density residential areas generally have fewer automobiles and thus should be located within convenient walking distance of shopping centers and public transportation.

6. Zoning district boundaries for multi-family use should generally be located on rear lot lines.

7. Review of all undeveloped multi-family zoned areas within the City should be initiated by the City Council at least every two years, to determine whether changes in zoning should be made where development is not taking place.

8. Maximum possible privacy for each multi-dwelling unit should be provided through good design and proper use of building materials and landscaping.

9. The architectural design of multi-family units should be developed with consideration given to the relationship of adjacent development in terms of building height, mass, texture, line and pattern.

10. The landscape architecture should establish an optimum living environment between indoor and outdoor living. A minimum of 25% of the total lot area, not including paved parking area, should be landscaped or recreation open space, exclusive of parking and vehicular traffic area.

11. A variety of choice should be provided within a single multi-family grouping, such as: types and sizes of units, number of rooms, architectural design, site design, landscaping, grouping of units, lot sizes, location on site, and in cost of rent of units.

12. In developed areas, when allowable units (under the Zoning Ordinance) exceed ten for the parcel, all on-site utilities are to be placed underground.

13. Newer approaches to land ownership and rental patterns should be encouraged, such as: Cooperatives, Condominiums and similar approaches.

14. On-site circulation should be designed to provide for adequate fire and police protection.

15. Large areas of parking pavement should be given relief by providing landscaped areas.

16. Paved vehicular access drives of twelve feet in width may be permitted for parking areas which provide spaces for nine vehicles or less. Two-way drives of twenty feet paving width minimum are required for parking areas with space for ten or more vehicles.

Density Patterns

1. The gross density and building intensity of any area is to remain unchanged, and will conform to the gross density and building intensity provisions of the Zoning Ordinance. However, lot dimensions, building setbacks and area do not have to meet the specific ordinance requirements, providing that a more functional and desireable use of the property is made.

2. Variety of building types is encouraged.

3. Residential lot sizes may be reduced the maximum amount set out in the Zoning and Subdivision Ordinance.

4. For each foot of land that a lot is reduced below the minimum ordinance requirements, equal amounts of land shall be set aside, designated as open space or shall be dedicated to the City, either in fee or rights in easements or development rights, and retained as open space for park, recreation or related uses either for the use of the residents or the general public.

5. Clustering of dwelling units may be accomplished through a reduction of lot area, as set out in Paragraph 4, provided that the overall density remains the same, and the provision of usable and desirable open space by dedication, easement or other acceptable material, and permanent agreement be provided.

6. In areas where "Town Houses" or row housing (common wall) are used, there should be no more than six such units in any contiguous group.. A variety of building setbacks, color and building materials is encouraged. Spacing of such development, including yard requirements, shall be as approved by the City Council.

Specific Requirements

The Land Use Element of the General Plan sets out density requirements for various residential uses. It is suggested that when the plan is implemented by zoning regulations that the following specific densities be considered.

Medium density (12) units per acre) 3000 square feet of land area per dwelling unit;

Medium-high density (20 dwelling units per acre) 2000 square feet of land area per dwelling unit;

High density (over 20 but not exceeding 30 dwelling units per acre) 1500 square feet of land area per dwelling unit.

These suggested densities, of course, will be the subject of more precise regulations.

As residential development should be based on agreed upon standards, so should commercial and industrial development have certain agreed upon objectives and principles. They are suggested as follows:

Commercial Areas

Objectives:

1. Unification of the commercial areas, architecturally and planning-wise, into a definite entity which will not shift its center but will remain as the true center with a perpetual rebuilding or self development.

2. Improvement of site layout through establishment of new relationships between stores, parking, pedestrians, motors and other services.

3. Elimination of blight in the form of nonconforming and incompatible uses and deteriorated structures.

4. Provision of new amenities in terms of both aethetics and convenience.

5. Achievement of cohesion of management operations, through cooperation of the multiple interests acting jointly to maintain scientific management practice in areas of mutual interest and necessity.

Principles:

For any program of commerical revitalization, if it is possible at all and worth the effort, the following will be required:

1. Conviction that the area needs and is worthy of action. This feeling must pervade all of the interests involved: the property owner, tenant and the public officials concerned with taxation, public works and zoning.

2. It must be well grounded, it is certain that a serious public relationship job must be undertaken. Few programs will spring forth with simultaneous interest of all concerned. They may start with the tenants who will have to convince the owners of the need and feasibility of action, or public officials may have to convince tenants and owners that dramatic and concerned efforts, as well as modern techniques, must be used to meet the problem.

3. Techniques needed in any rejuvenation program must include those of market analysis, traffic analysis and estimation of parking needs, and architectural analysis. In eash instance it is important to realize that the techniques in new development are not necessarily the same as in revitalization. The fact that it requires more skill to remodel and conserve something old than to tear down and to build a new, suggests that careful analysis be given this problem.

4. Physical redesign, requiring a new high in architectural ingenuity and collaboration with the city officials; zoning in which modern techniques are now being applied to business land use control with "protection" of residential areas; parking programs and beautification should be the most active of the new field of

public and private endeavor affecting existing retail areas; action by interested groups, in which the business community bands together in efforts going beyond the usual loose arrangements of a retail association.

5. Concerted action by all interests in the old districts combined to try to achieve this singularity of purpose of the one ownership new center. This involves a form of local organization, especially adapted for this purpose.

Industrial Areas

To aid in the implementation of the Land Use Plan, particulary with regard to industrial development, the following objectives and principles are suggested:

Objectives:

1. To provide for flexibility in the layout plan. A considerable degree of flexibility can be achieved through two basic steps - block planning and phase development. Block planning provides more flexibility by offering a variety of site sizes than does Lot planning.

2. To permit and encourage phase development, wherein the entire project is planned as a comprehensive unit but is developed in economically feasible stages.

3. To prohibit residential and most retail commercial uses, and to rule out those industrial operations which cannot operate within the "nuisance" level set forth in the standards. Such standards usually apply to smoke, noise, odor, vibration, heat, light and industrial waste.

4. To provide a relatively low permissible minimum lot size, in order to encourage all types of desirable occupants. Minimum restrictions in excess of one acre are considered highly questionable.

5. To provide for maximum site coverage, not to exceed 50%.

6. To encourage building setbacks adequate to provide for landscaping and space for off-street parking and loading.

7. To provide parking and loading areas off-street and paved, and providing for adequate parking for all employees and visitor parking, as well as truck loading areas confined to the rear or sides of the building.

8. To provide that all outdoor storage shall be properly screened or fenced.

9. To encourage front and side areas be satisfactorily landscaped.

10. To encourage building standards of high qualty subject to architectural approval.

11. To encourage sign control with types and sizes specified, and subject to architectural control.

Principles:

1. High quality industrial development should be encouraged to locate in protected industrially-zoned areas.

2. Adequate buffer strips should be provided between all industrial development and residential development.

3. High quality industrial development shall be protected by provision of Performance Standards in future Zoning Ordinances, and from incompatible uses. Flexibility in development shall be encouraged by requiring block planning rather than lot and block planning.

4. The architectural design of industrial development shall be developed with consideration given to the relationship of adjacent development.

5. The provision of landscaping for the entire park, with specific standards set forth in the Zoning Ordinance.

MAKING THE PLAN WORK

The General Plan, and all of its elements and implications, should be studied by every public and private agency interested in the future of the planning area. This includes the City Council, Administrative Staff, Orange County Planning Commission and adjoining cities.

The final plan, as agreed upon by the City Council, and adopted by resolution as the General Plan of the City of Los Alamitos, will become the stated policy for the development of various land uses which will be required for the future of the city. It becomes the general guide for the future of Los Alamitos.

The plan should be reviewed each year, to see that it is actually helping the community to reach the goals which have been set out in the statement of objectives and standards.

The plan will be implemented by an imaginative and comprehensive zoning ordinance and subdivision regulations, which will make allowances for new types of land uses and enterprises, and encourage imagination and initiative on the part of developers, investors, property owners and the business community.

Circulation

INTRODUCTION

The Land Use Element of the General Plan provides guidelines for the physical development of the Los Alamitos Planning Area. The predicted increase in population was taken into account in each phase of that Plan. In today's expanding society great dependence is placed upon transportation. Not only are there more people who need adequate transportation facilities, the number of trips each person makes every day is increasing. This Plan provides a circulation system designed to serve the needs of people, business and industry in the future. The Circulation Element of the General Plan contains detailed proposals for the movement of persons and goods not only within but into and out of the City.

THE STUDY CONTENT

Analysis of the circulation system was divided into two principal sections. First, studies of the existing system determined what facilities are available and their conditions, and recognized problems or trouble spots within the system. Specific phases of this portion of the work included:

1. A study of the existing street and highway physical conditions
2. A count of present traffic volumes
3. An investigation of the present traffic generators in the area
4. An analysis of the character of the existing traffic and uses of the individual streets
5. A study of the travel desires of people living in the area

The second undertaking consisted of an analysis of the present system and development into a specific Circulation Plan. Work in this area produced:

1. The estimate of future traffic volumes and their placement on the present and planned street system
2. The preparation of a specific Circulation Plan, using the data obtained in the investigation studies
3. The preparation of preliminary plans and recommendations in areas where deficiencies were found.

The Circulation System, to be effective, must:

1. Provide safe, easy access to and from areas of residential use, employment, business and recreation.
2. Provide the means for persons residing in Los Alamitos and nearby cities freely between communities.
3. Provide the means for through traffic to flow smoothly and safely.
4. Make adequate provisions for the exclusion of heavy traffic from residential neighborhoods wherever possible.

The Circulation Plan sets out a system of freeways, majors, primaries and collector streets, designed to meet existing and estimated future traffic volumes.

THE OBJECTIVES OF THE STUDY

1. To provide a practical program for the development of a network of major, primary and collector streets to serve the Los Alamitos Planning Area, with due consideration for the existing and proposed Circulation Systems of the State, Orange County and the surrounding cities.

2. To design a functional system which will improve traffic circulation, reduce accidents and allow for an inevitable increase in traffic volume.

3. To help guide future development of land for the good of the city as a whole rather than for the financial benefit of the few.

BASIC DATA AND ANALYSIS

Existing Street and Highway System

A. Existing Street Conditions

An inventory of the existing physical measurements and conditions of each city street was made in the fall of 1967. The data gathered included right-of-way widths, pavement widths, surface material, condition of the pavement and location of curbs, gutters and sidewalks. This inventory appears on page 46. This study will aid in determining the necessary and priority of improvements.

Many of the streets in the City are structurally inadequate or the facility has inadequate capacity. Some streets lack curbs and gutters, structures which provide proper drainage, and sidewalks for pedestrians. Most of the deficiencies are in the area between Oak and Bloomfield, north of Katella; however, many of the majors and collectors throughout the City are deficient in capacity or are considered structurally inadequate.

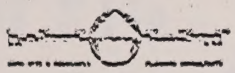
B. Traffic Flow

The map shown on page 47, graphically illustrates the volume of existing traffic on Los Alamitos streets in the fall of 1967. Traffic volumes were counted with meters and by hand counting at intersections. Letters on the map show the locations of traffic meters used in the counts. Counts on the San Gabriel Freeway and San Diego Freeway were provided by the California Division of Highways and were taken in 1966. The highest volume was 150,000 vehicles on the San Diego

EXISTING STREET CONDITIONS

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA



LEGEND

RIGHT-OF-WAY WIDTH
ROADWAY WIDTH
PAVEMENT TYPE AND THICKNESS
BASE THICKNESS
SHOULDER TYPE

60/36/2A/6B/C2

2A 2" Asphalt Concrete
6B 6" Aggregate Base
2P 2" PMS
6U 6' URS
C2 2 Curbs

Good Surface
Fair Surface
Poor Surface
Unimproved

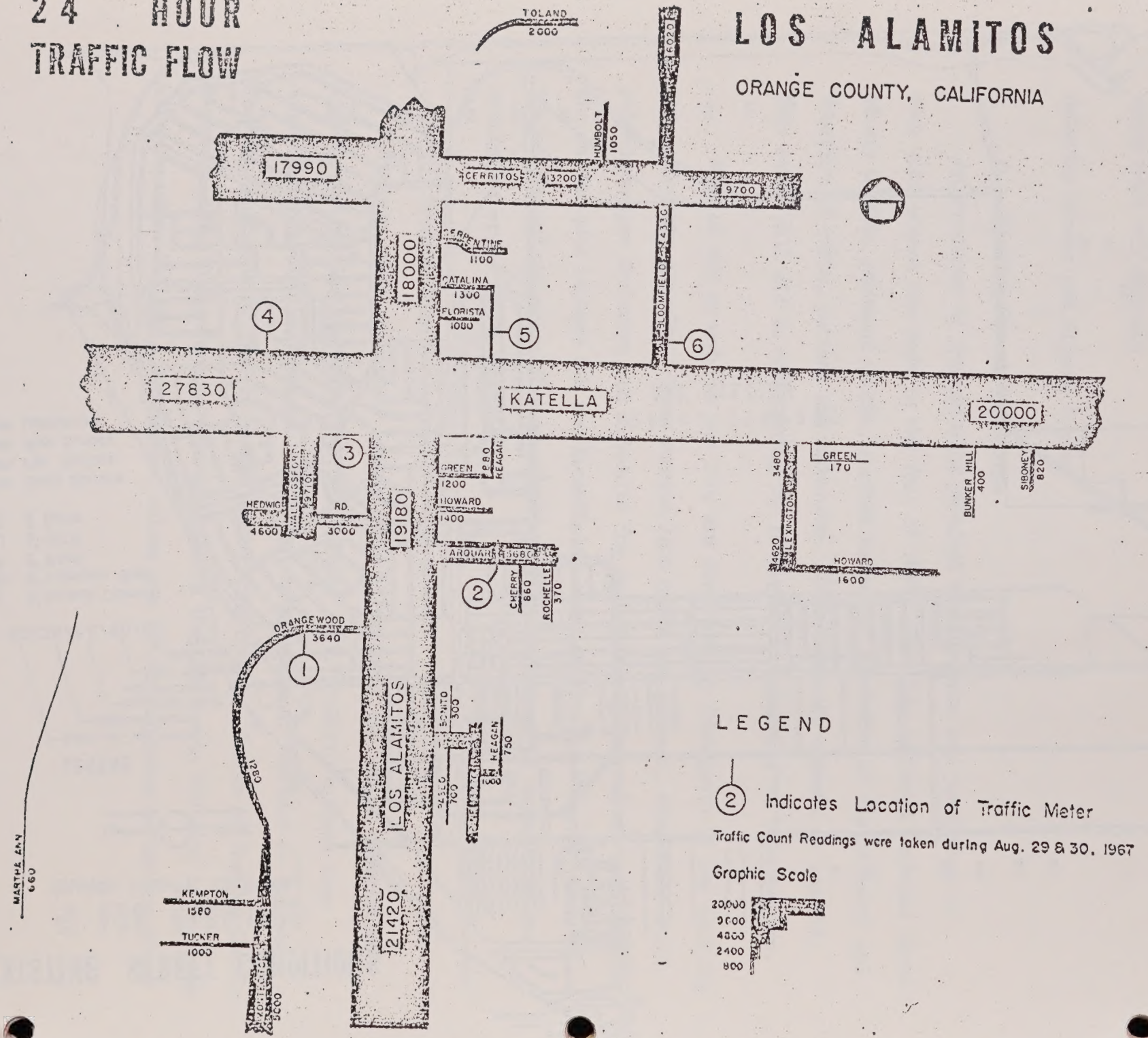
CYPRESS

NAVAL RESERVE AIR STATION

GARDEN GROVE

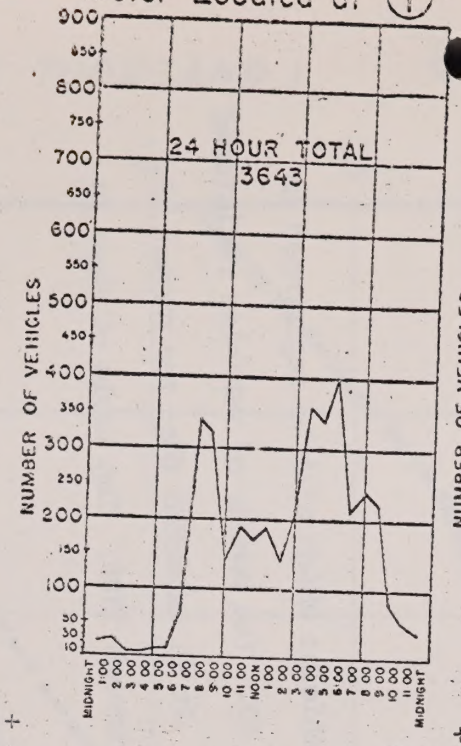
SEAL BEACH

24 HOUR TRAFFIC FLOW

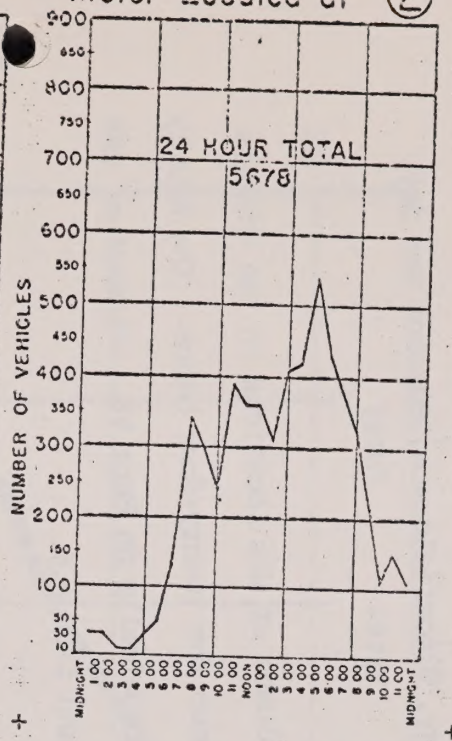


TRAFFIC METER COUNTS

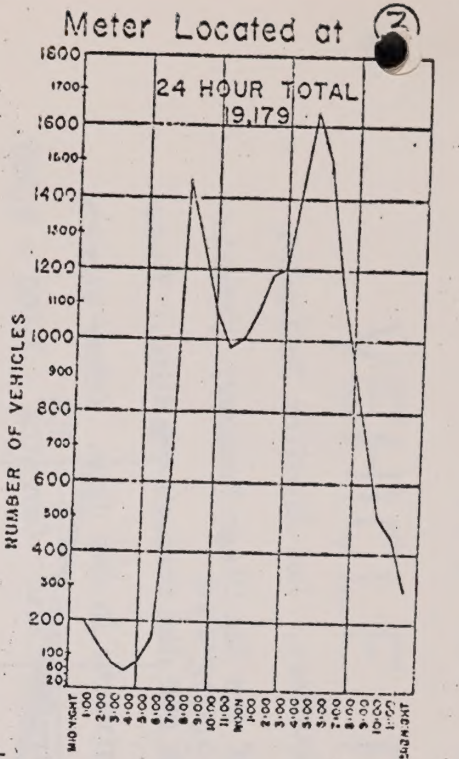
Meter Located at (1)



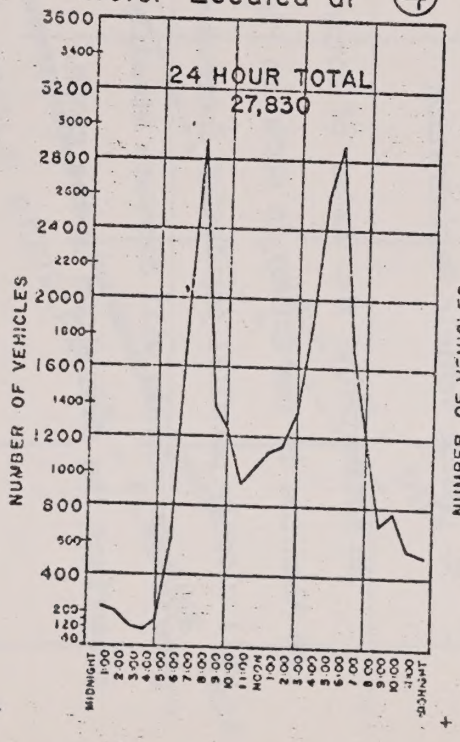
Meter Located at (2)



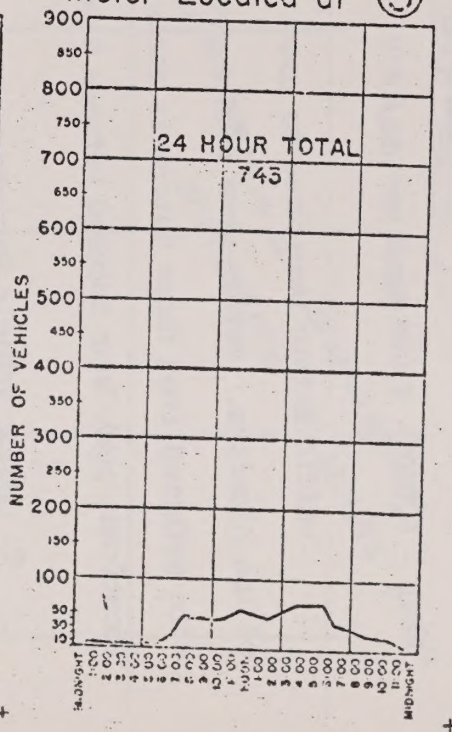
Meter Located at (3)



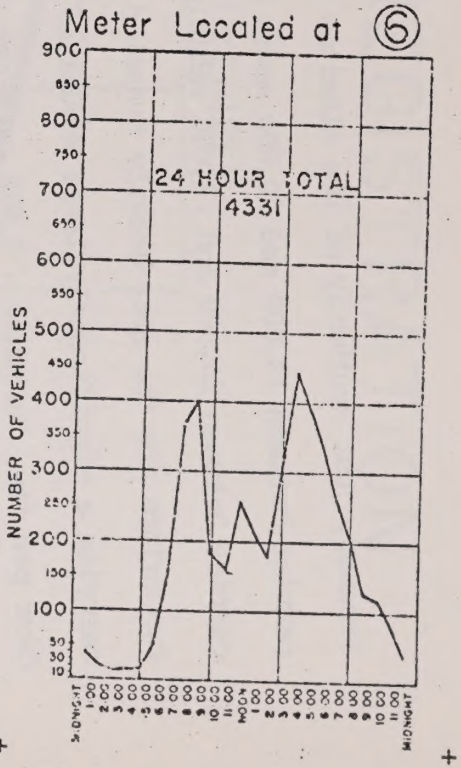
Meter Located at (4)



Meter Located at (5)



Meter Located at (6)



Freeway, just southerly of Los Alamitos boundary. Los Alamitos Boulevard carries between 19,000 and 20,000 north of the San Diego Freeway; Katella carries between 25,000 and 27,000 vehicles per day through the City. These two majors are the most heavily traveled streets in the City. Other streets carrying a significantly large amount of traffic are: Cerritos - 7,000 - 9,000 cars per day, Farquhar - 5,600 cars per day, Bloomfield - 4,330 cars per day, Ball - 5,000 - 8,000 cars per day.

Traffic meters were used to count volumes at six locations on the streets of Los Alamitos. Meters were read every hour for twenty-four hours. The hourly data gathered from these meters is shown graphically on Page 48. At most of the locations, peak hour occured between 4:00 and 5:00 p.m.

C. Motor Vehicle Registration

An estimate of the number of motor vehicles which will be registered in Los Alamitos in the future is shown on Page 50. The number of vehicles registered will closely parallel population increases. It is expected that the number of persons per vehicle will decrease steadily through 1985. The table on Page 10 summarizes the data shown on the graph.

CITY OF LOS ALAMITOS

VEHICLE REGISTRATION

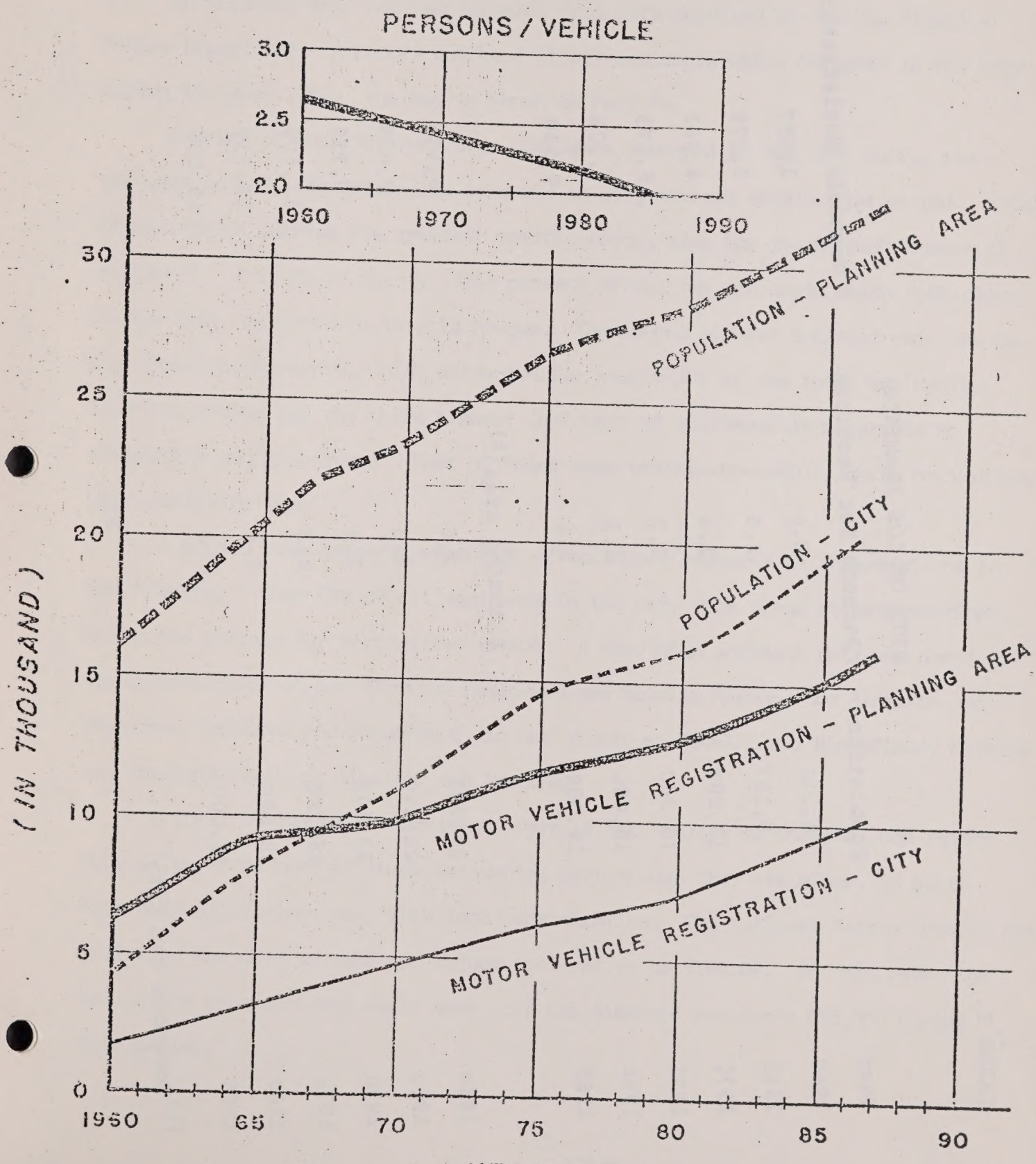


TABLE I.

Year	Population	Persons Per Vechicle	Vechicle Registration
		CITY OF LOS ALAMITOS	
1960	4,312	2.6	1,657
1965	8,197	2.5	3.278
1970	11,000	2.4	4,583
1975	14,200	2.3	6,173
1980	16,000	2.2	7,272
1985	19,000	2.0	9,500
		Planning Area(1)	
1960	17,000	2.6	6,538
1965	22,690	2.5	9,076
1970	23,400	2.4	9,750
1975	26,700	2.3	11,608
1980	28,000	2.2	12,717
1985	30,000	2.0	15,000

(1) Rossmoor and City

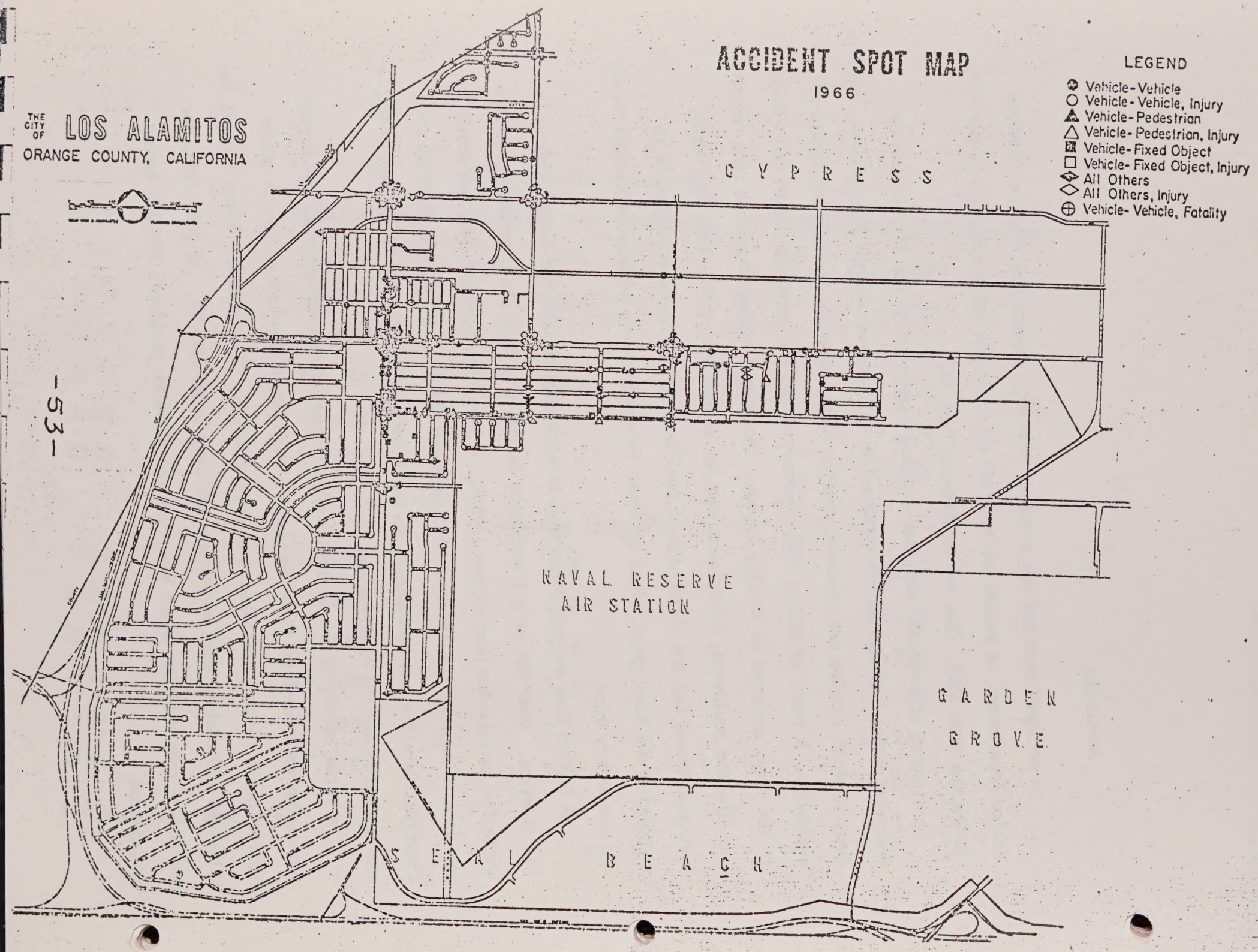
D. Accidents

An accident spot map was prepared from data supplied by the Los Alamitos Police Department. A record was kept of all accidents which occurred in the City during the year 1966. The map is shown on Page 53.

A total of over 180 vehicular accidents occurred in the City during the one-year period. No fatalities occurred on city streets within this period. Katella Avenue, which carries the greatest traffic route, also has the highest number of accidents. A total of thirty (30%) percent of all the accidents which took place in the City, occurred on Katella Avenue. The second highest accident rate was on Los Alamitos Boulevard, which accounted for nearly 30% of the total accidents. Cerritos Avenue had the third highest incidence of accidents attributable to congestion and high speed. Most of these were vehicle-to-vehicle, with both injury and non-injury type.

A higher than average percentage of accidents occurred at intersections in Los Alamitos. Over 66% of all accidents in the city took place at intersections, while the average for most cities is 60%. A very high accident rate was noted at the intersection of Los Alamitos Boulevard and Katella Avenue, Los Alamitos and Cerritos, Cerritos and Bloomfield, in Los Alamitos; Katella and Bloomfield, Katella and Lexington and Los Alamitos and Farquhar.

A total of 80% of the accidents were of the vehicle-to-vehicle, non-injury type. The total cost of these accidents, even though they are minor, is quite high when all factors are taken into consideration. The National Safety Council has estimated the cost of each non-injury accident to be $160.00. At this rate, the non-injury type accident would have cost Los Alamitos residents $20,000 during this period.


ACCIDENT SPOT MAP
1966
THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA
LEGEND
Vehicle-Vehicle
Vehicle-Vehicle, Injury
Vehicle-Pedestrian
Vehicle-Pedestrian, Injury
Vehicle-Fixed Object
Vehicle-Fixed Object, Injury
All Others
All Others, Injury
Vehicle-Vehicle, Fatality
CYPRESS
NAVAL RESERVE
AIR STATION
GARDEN
GROVE
SEAL BEACH

E. Bus and Truck Routes

Nearly all major, primary and collector streets in the Planning Area are used by school buses. There are Long Beach Transit and R.T.D. buses traveling on major city streets. The school bus routes extend into many areas outside the planning area.

F. Traffic Controls

Existing traffic signal and stop sign locations are mapped and shown on the map on the following page. Intersections of major streets are protected with traffic signals at the present time, primarily along Los Alamitos Boulevard and Katella Avenue. Stop signs protect most of the major, primary and collector streets for "through" traffic.

G. Select System Streets

The arterial and collector streets designated by the City of Los Alamitos to receive Select System Funds, as authorized by the Collier-Unruh Local Transportation Development Act of 1963, are shown following the map indicating traffic controls. When the Circulation Plan is adopted, the Select System should be revised to conform as nearly as possible to the Plan. This will enable Select System Funds to be spent in conformance with the Plan.

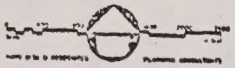
H. Controlled Parking

In the inventory of controlled parking spaces conducted in August of 1967, the areas of controlled parking were very minor. The business district along Los Alamitos Boulevard and a portion of Katella Avenue contains several parking lots in conjunction with commercial facilities. On-street parking is presently prohibited on portions of Los Alamitos, particularly north of Katella, in order to provide for traffic lanes; and on the south side of Farquhar.

STOP SIGNS, SIGNALS and BUS ROUTES

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA



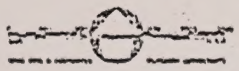
LEGEND

- Stop Sign
- S Signal
- Y Yield
- --- Bus Route. S.C.R.T.D.

SELECT SYSTEM MAP

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA



LEGEND

	EXISTING	FUTURE	STATE, OTHER AND COUNTIES
ARTERIALS			
COLLECTORS			
STATE HIGHWAY			

-56-

CYPRESS

NAVAL RESERVE AIR STATION

GARDEN GROVE

SEAL BEACH

I. Freeway Access and Rail Crossings

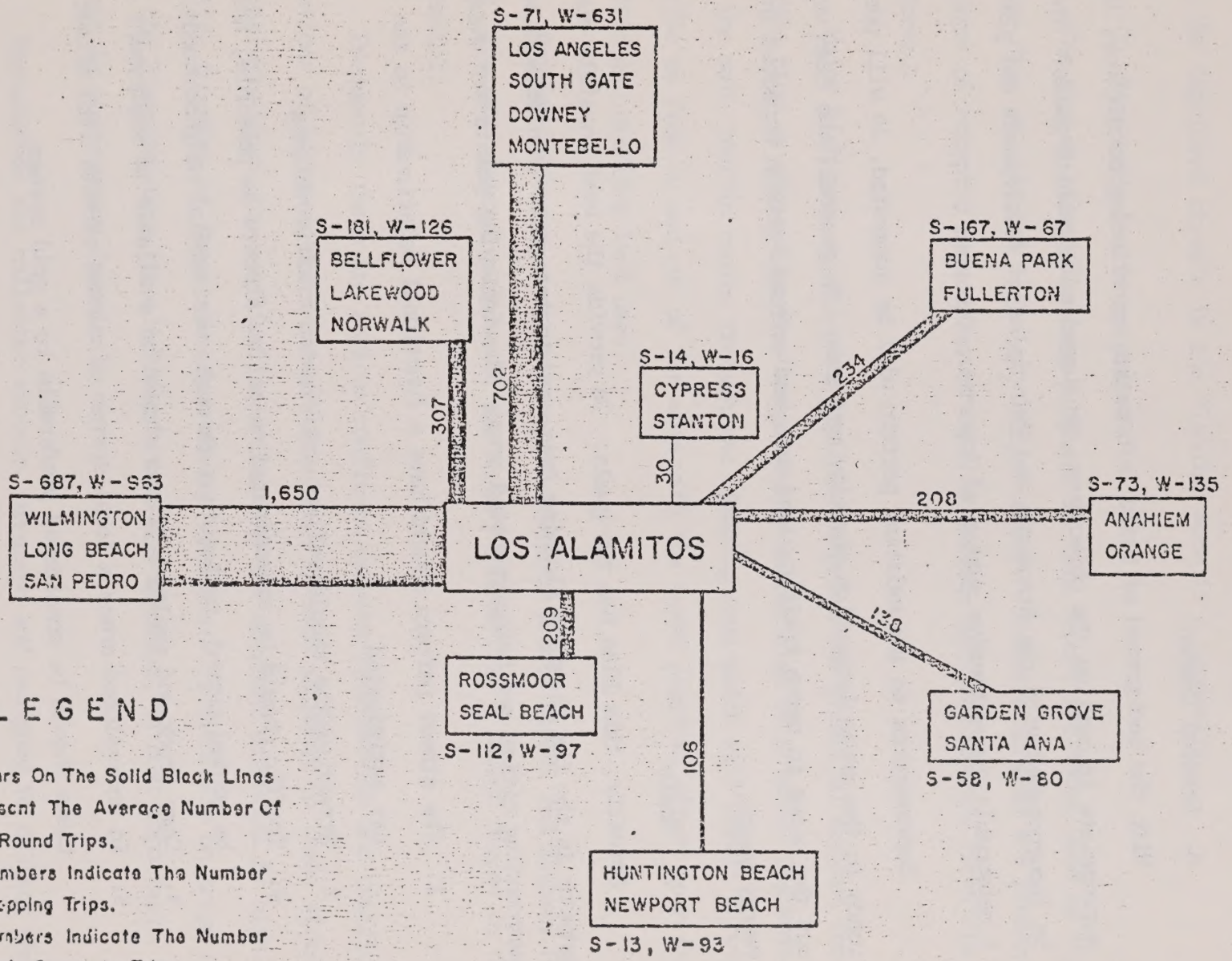
Freeway access is provided at the intersection of Los Alamitos Boulevard and the San Diego Freeway and Katella Boulevard and the San Gabriel Freeway. Cerritos Avenue has northbound access to the San Gabriel Freeway and southbound egress.

There is only one railroad crossing over an arterial street in Los Alamitos and that is the crossing of Bloomfield Avenue in the industrial area.

J. Origin and Destination Study

A detailed investigation was made of the use of each parcel of land in the city, and the Planning Area. Certain patterns of travel patterns were recognized in particular areas. Los Alamitos was studied for work and shopping patterns, each area acting as a trip-producing and/or attracting area. As an example of the use - continuity of use, one area might contain all of the residential, making it a trip-attracting zone. Present and future land use and Socio-Economic studies were taken into consideration. The travel patterns are shown on the following page.

DESTINATION OF LOCAL TRAFFIC, LOS ALAMITOS, 1967



LEGEND

- Numbers On The Solid Black Lines Represent The Average Number Of Daily Round Trips.
- S-Numbers Indicate The Number Of Shopping Trips.
- W-Numbers Indicate The Number Of Work-Commute Trips.

A. General Comment

With the background of basic information on existing conditions, it is appropriate to outline the objectives, or suggested community goals. These will be incorporated with the Standards and Principles of development and platted into a reasonable comprehensive system of important streets.

Improvements to the existing pattern will be suggested, as will possible new roads in the areas into which the city may grow. In general, the Plan will point out the means to serve traffic, land use, and economic growth expected in the next twenty years.

B. Goals

Actually, this Plan has two goals: To provide the best possible circulation network in the Los Alamitos Planning Area, and to integrate this network with the surrounding cities and unincorporated area. The following points are suggested:

1. The street pattern should have a functional relationship to the land use anticipated.
2. Street widths should reflect anticipated traffic volumes.
3. Traffic should be concentrated on as few streets as possible, and should be routed around, rather than through, residential neighborhoods.
4. Easy truck and employee access should be available to employment centers.
5. In undeveloped areas a local system of curved streets with offset intersections should be considered preferable to a grid system.

6. Cooperation between the city, county and all public agencies concerned with the important streets in the Planning Area is a necessity.

C. Standards and Principles

The street classifications proposed in this report are those used in the Master Plan of arterial highways, Orange County. Street standards are presented in terms of accepted principles of traffic service and land service functions performed.

Major highways, as the name implies, comprise the principal network for traffic flow as adopted by the Orange County Master Plan of Arterial Highways. They are the main traffic routes through the Planning Area which will permit through traffic to flow in and out of the area with the least possible effect upon the local traffic and abutting land uses.

Primary highways, another recognized Orange County Street and Highway Plan term, were the same general purpose as the major; however, to a lesser degree or density potential.

Frequently there are serious conflicts between land service and traffic service functions of highways and secondary streets. If land adjacent to these streets is intensively used, the conflict is serious and the accident potential is high. The traffic function of these streets - moving vehicles - particularly on trips throughout the Planning Area, to adjoining cities and freeways, is most important. Land access is a secondary function.

Secondaries are collector streets, arranged and designed to collect the local traffic and carry it to major and primary highways with the least possible delay enroute, and the least possible adverse effect on abutting land uses. This category

of streets is probably the most important in the proposed plan, because of the function within the local traffic movement proposal.

These streets need not be through streets, but by design should discourage through traffic from arterial to arterial. Otherwise, there will be a tendency to use the secondary as a major or pirmary highway, thus violating one of the goals of the Plan - to keep traffic off of local streets and out of residential areas. Intersections of secondaries with major and primary highways should have traffic control lights to assure smooth traffic integration and to encourage use of the traffic pattern. Intersections of secondaries should be "4-way" stops; otherwise the traffic should be permitted to flow on these streets with the least possible interference.

Local streets provide access to abutting properties, moving vehicles from home to the secondary system with ease and safety. These streets, by intent and design, will not accommodate heavy traffic. They provide the framework for building and landscaping, and become the bloodstream of the neighborhood.

Busses and heavy truck traffic should be restricted to major and primary streets, and should be excluded by ordinance from using secondary and local streets except for required local deliveries.

When any local street intersects a street or highway of higher category (major, primary or secondary), there should be a stop sign, a stop signal is not necessary. Intersections of local streets should not be stops, unless an unusual traffic hazard exists; a "Yield" sign should be sufficient for adequate control. If hazards do exist, then the city should make every effort to eliminate the problem.

D. The Plan Map

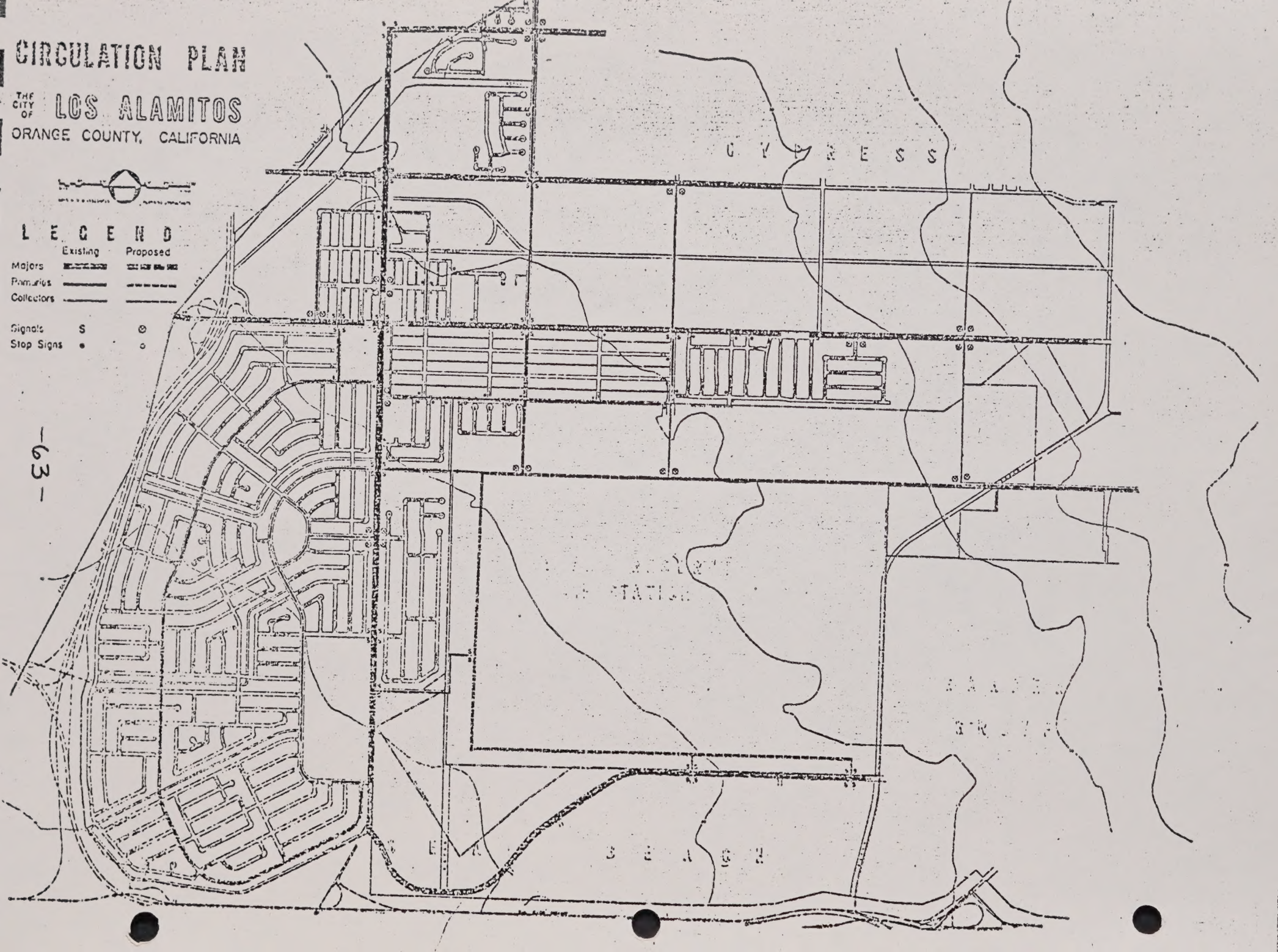
The Circulation Plan Map delineating those streets and highways which are to be designated as freeways, majors, primaries and secondaries is indicated at the begining of this section of the report. The map includes both existing and proposed streets which will adequately handle the traffic expectd by 1985. It also indicates several new arterial streets that should be provided to complete the circulation system, and local streets needed to provide internal circulation both for local convenience and emergency vehicle access, and for right-of-way to "loop" public utility services.

In addition, the map also indicated where existing traffic control devices should be added to encourage smooth traffic flow and the use of the pattern recommended by the Plan.

CIRCULATION PLAN

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA



E. 1985 Traffic

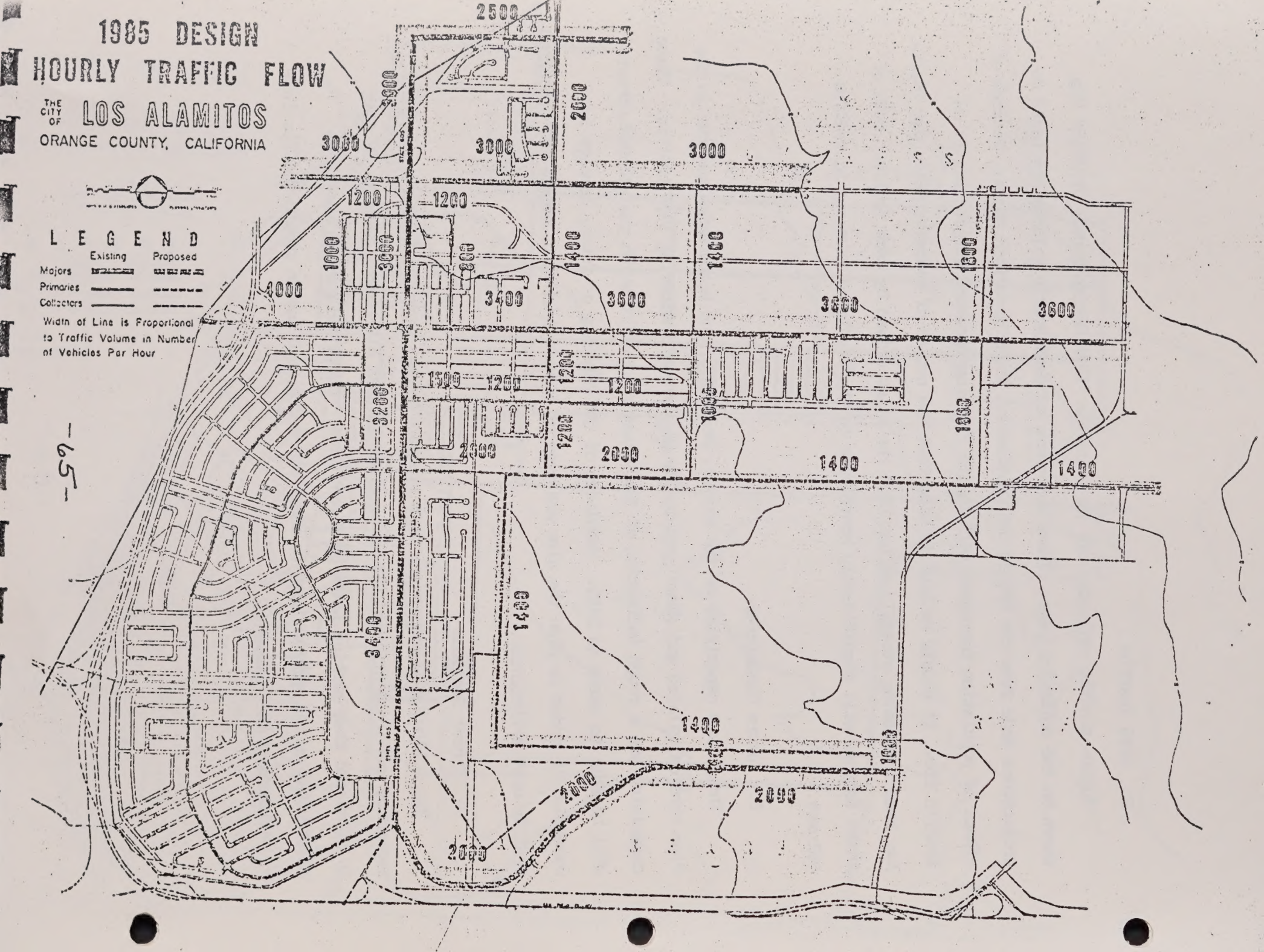
Future traffic estimates are found on the "1985 Design Hourly Traffic" Map shown on the following page. These estimates of peak hourly volumes are based on projections made from the Origin and Destination Study described above. Besides of effect of population increases both in the Planning Area and surrounding it on traffic flow, it should be kept in mind that the number of motor vehicles per family has been increasing steadily as has been the miles driven by each family. Both of these factors will significantly contribute to the predicted increase in traffic volumes.

F. Future Capacities

The future capacities of the majors, primaries, and secondaries set out in the Plan were calculated and shown graphically on the map indicating 1986 traffic. These capacities are a rough indication of the volume of traffic which the planned streets will be able to carry in 1985. Knowledge of the capacity of future streets is essential in order to plan the size and type of street which will handle the projected traffic most efficiently.

G. Street Sections

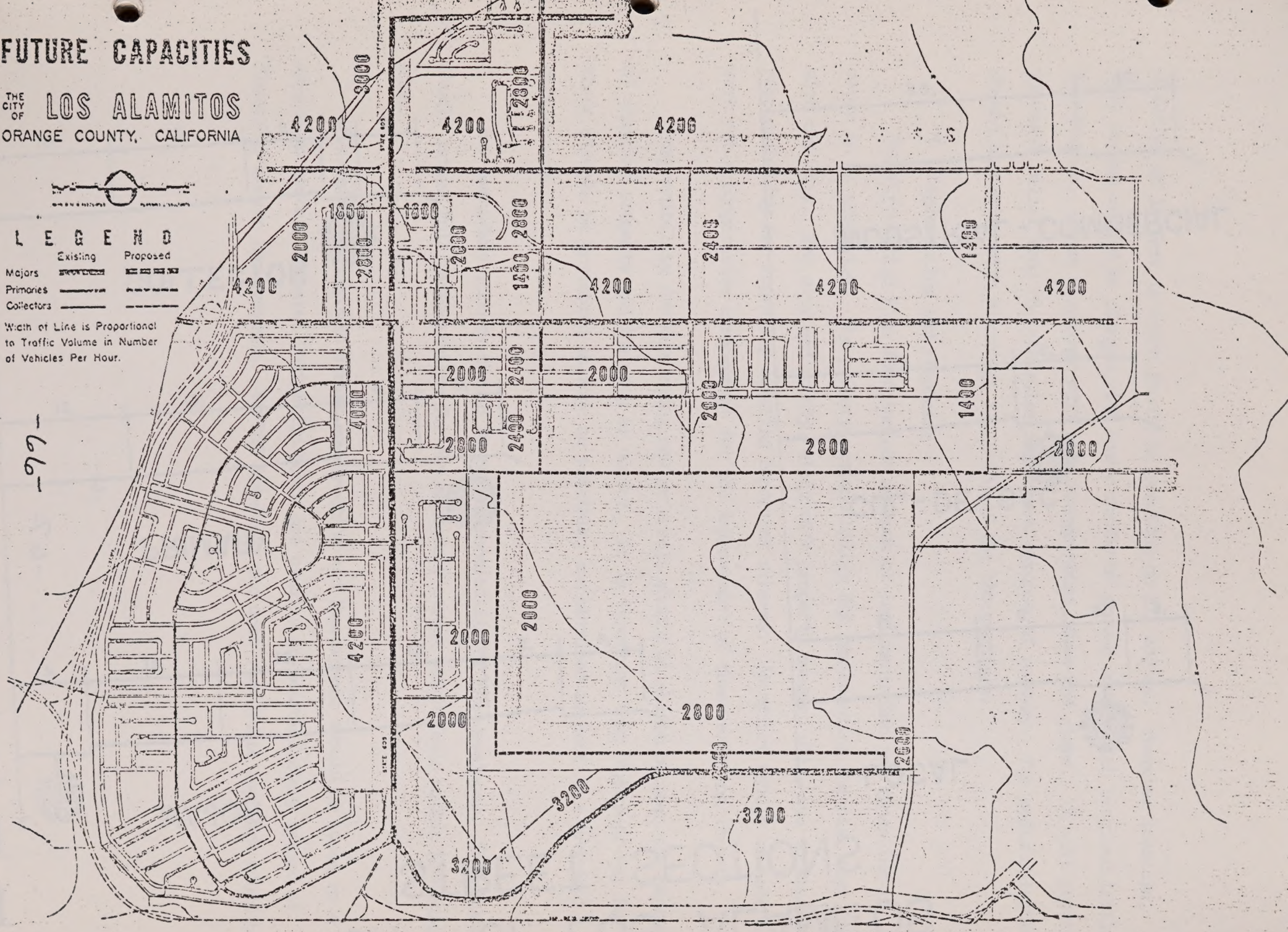
The following illustrations show standard street sections for major, primary, secondary and local streets. It is recommended that all travel lanes be 12 feet in width and that parking lanes be 8 feet wide. Curbs and gutters should be constructed on all city streets to carry storm drainage and to smooth traffic flow by delineating the pavement.


1985 DESIGN
HOURLY TRAFFIC FLOW
THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA
LEGEND
Existing
Proposed
Majors
Primaries
Collectors
Width of Line is Proportional to Traffic Volume in Number of Vehicles Per Hour
2500
3900
2000
3000
3000
3000
1200
1200
1000
3000
800
1400
1400
1300
4000
3400
3600
3600
3600
1500
1250
1200
1200
1000
1300
3200
1200
2000
2000
1400
1400
1400
1400
1400
1400
2000
2000
2000

FUTURE CAPACITIES

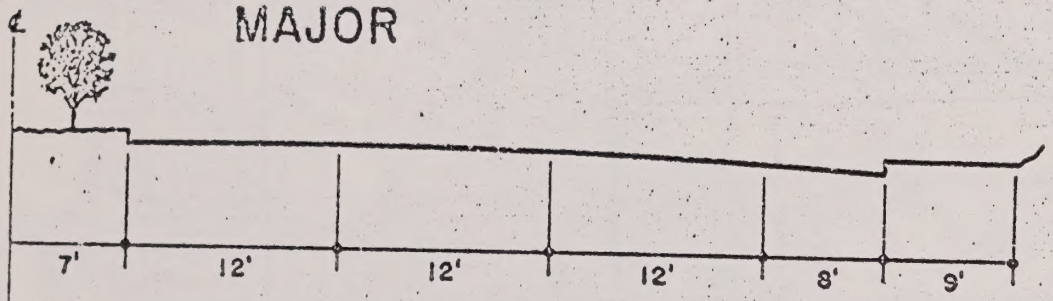
THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA

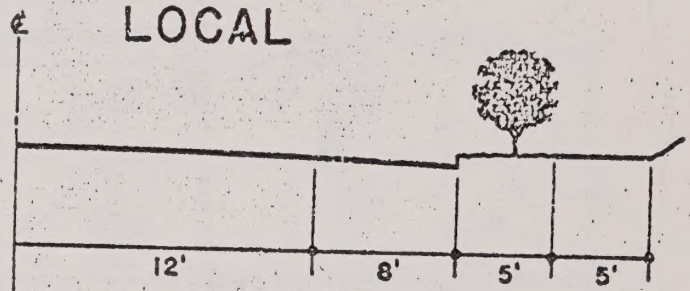


CITY OF LOS ALAMITOS
STREET SECTIONS

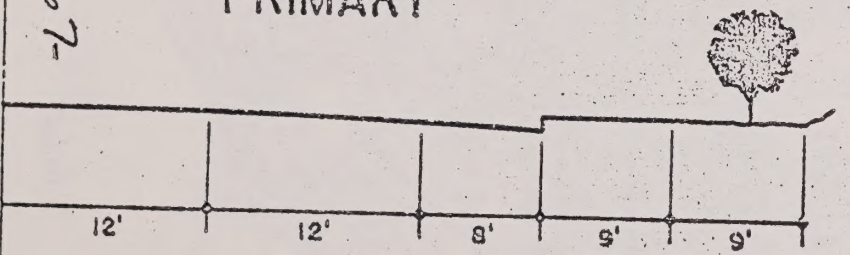
MAJOR



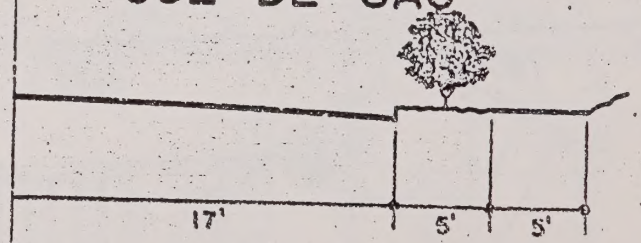
LOCAL



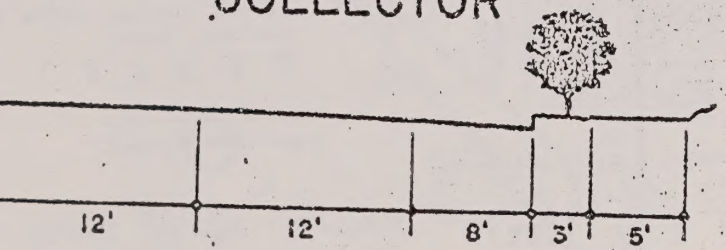
PRIMARY



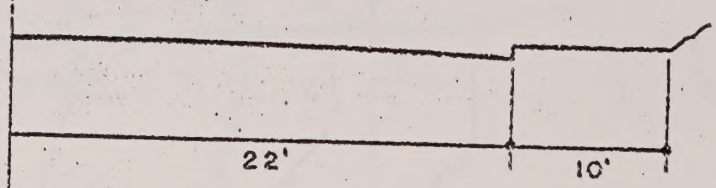
CUL-DE-SAC



COLLECTOR



INDUSTRIAL - COMMERCIAL



A median of 14 feet in width should be provided on all majors. Wherever feasible, this median should be planted with hardy shrubs or ground cover which required little maintenance. These plantings will help reduce noise, dust and glare. It will provide pleasant relief from the otherwise monotonous expanse of roadway. The median plantings should harmonize with plantings alongside of the thoroughfare.

H. Implementing and Financing

The Circulation Plan must include methods of implementation and financing in order to be effective. The primary responsibility for implementing the plan must lie with the city. The city and county, along with property owners, will have to assume responsibility for improving existing important streets. An effort should be made to work out a cooperative arrangement for the improvement of these existing streets.

Responsibility for developing new arterials should be shared between the owners of abutting property and the city or county. It is important that rights-of-way for these streets be protected as soon as possible, and obtained as part of a proposed development.

New secondary streets should be the responsibility of the developer. The developer should assume full responsiblity for any secondary street which falls within his subdivision.

Financing of proposed street construction and improvement should be based on a pay-as-you-go system. General Obligation Bonds are usually an unsatisfactory method of financing street improvements. In Los Alamitos, the most reasonable approach would be to

establish local assessment districts wherever possible in developed areas, and to require developers of new property to bring streets, contiguous with or inside their property, up to recommended standards.

The primary sources of funds available to the city for construction and maintenance of streets will continue to come from Gas Tax Funds collected and distributed by the State of California. The following table gives an estimate of the funds that will be available to the city in the future under the provisions of the funds that will be available to the city in the future under the Collier-Unruh Local Transportation Development Act of 1963. The table indicates funds from Sections 2107, 2107.5 and 2106.1

Los Alamitos - Gas Tax Apportionments

(without Annexation and under normal growth)

Statutory Provision	1966-67	1974-75	1979-80	1984-85
Section 2107	$13,422	$47,000	$57,000	$67,000
Section 2107.5	2,000	3,000	3,000	4,000
Section 2106 (a)	4,800	4,800	4,800	4,800
Section 2106 (b)	33,048	45,000	54,000	63,000
Total	$53,270	$99,800	$118,800	$138,800

Gas Tax Funds and monies from the city's General Fund should be concentrated on construction and maintenance projects only. The beautification of streets should be combined under the beautification program involving the entire city or specific areas such as the business area. Federal Grants are available to help cities defray the costs of beautification. These funds may be secured by cities which have plans for a comprehensive beautification program. Eligible activities include:

1. Design, construction, upgrading and improvement of public places
2. Upgrading and improving appearance of street, greenways, parkways, etc.
3. Beautification and improvement of historic and other public building sites.

These grants for urban beautification are available in an amount not to exceed 50% of the expenditures made by the public body for beautification activities which exceed expenditures for comparable activities during the two fiscal years preceeding filing of the application. The grant is made to the fund as a reimbursement for funds expended.

I. Deficiencies

The following charts show improvements to existing city streets that are important to the effectuation of the plan. Phasing of improvements is indicated, to suggest in a general way when the improvement will be needed. It should be stressed that required rights-of-way be protected and obtained as soon as possible in all cases. Paving may be done when traffic warrants or when economically feasible.

	Lanes	Right of Way	Traveled Way	Pavement Curb to Curb	Curbs in	Deficiency	Recommended Right of Way	Recommended Right of Way	Recommended Base		Recommended Pavement		Curbs	Median	Respons-ibility	Priority
Major Streets																
1. Katella Ave.																
a. Los Alamitos-Lexington	4	80'	48'	48'	No	2	120'	88'	12"	AB	3"	AC	Yes	14'	City	1
b. Lexington-Bunker Hill	4	80'	48'	54'	So. Side	2	120'	88'	12"	AB	3"	AC	No. Side	14'	City	1
c. Bunker Hill-East City Boundary	4	80'	48'	48'	So. Side	2	120'	88'	12"	AB	3"	AC	No. Side	14'	59% Cypress	1
2. Ball Road																
Bloomfield-West City Boundary	2	80'	24'	42'	No	4	100'	84'	10"	AB	3"	AC	Both	--	Subdivider	1
3. Cerritos																
West City Boundary-Los Alamitos Blvd.	2	60'	20'	20'	No	4	100'	84'	10"	AB	3"	AC	Both	57% by Subdivider 4 lanes by city		2
4. Cerritos														35% by Cypress		
Los Alamitos-East City Boundary	2	80'	20'	20'	No	4	100'	64'	10"	AB	3"	AC	Both	City		1
Collector Streets																
1. Bloomfield																
a. Katella - Railroad	2	80'	37'	45'	One Side	2	80'	64'	10"	AB	3"	AC	One Side			2
b. Railroad - Cerritos	2	40'	32'	32'	No	1	80'	64'	10"	AB	3"	AC	Both			2
c. Cerritos - .20 N.O.	2	80'	20'	52'	One Curb	2	94'	74'	10"	AB	3"	AC	One Side			2

	Lanes	Right of Way	Traveled Way	Pavement Curb to Curb	Curbs in	Deficiency	Recommended Right of Way	Recommended Right of Way	Recommended Base		Recommended Pavement		Curbs	Median	Responsibility	Priority
Collector Streets																
d. Ball Road-.20 S.O.	2	80'	20'	20'	No	4	80'	64'	10"	AB	3"	AC	Both			2
e. Carbon Creek Channel near Ball Road (Bridge)	2	60'	24'	24'	No	3	80'	64'	10"	AB	3"	AC	Both	25%	by Cypress	1
2. Denni																
Katella-Cerritos	-	--	--	--	No	1	60'	40'	10"	AB	3"	AC	Both	--	City	4
3. Walker																
Katella - .50 S.O.	-	--	--		No	1	80'	64'	10"	AB	3"	AC	Both		City	4
4. Sausalito Street																
Los Alamitos-Reagan	2	50'	24'	40'	Both	4	50'	40'	6"	AB	2"	AC	--	--		1
5. Reagan Street																
a. Katella-Catalina	4	80'	40'	56'	Both	3	80'	56'	6"	AB	2"	AC	--	--		4
b. Catalina-Sausalito	2	60'	20'	20'	--		60'	40'	6"	AB	2"	AC	Both	--		1
Local Streets																
1. Catalina Street																
a. Los Alamitos-Walnut	2	60'	20'	20'	One Curb	4	60'	40'	6"	AB	2"	AC	Both		City	4
b. Walnut - Oak	2	60'	20'	36'	Both	3	60'	36'	6"	AB	2"	AC	--	--	City	4
2. Sausalito																
Los Alamitos - Oak	20	60'	20'	33'	One Curb	4	60'	36'	6"	AB	2"	AC	One Curb	--	City	4
3. Florista																
Oak - Cherry	4	80'	40'	56'	Both	4	80'	56'	6"	AB	2"	AC	--	--	City	4

Local Streets	Lanes	Right of Way	Traveled	Pavement Curb to Curb	Curbs in	Deficiency	Recommended Right of Way	Recommended Right of Way	Recommended Base	Recommended Pavement		Curbs	Median	Responsibility	Priority
4. Catalina															
Los Alamitos - Cherry	2	45'	20'	20'	One Curb	4	60'	40'	6"	AB	2"	AC	One Curb	--	City	4
5. Oak Street															
a. Florista - Catalina	2	70'	24'	40'	Both	2	70'	40'	6"	AB	2"	AC	--	--	City	4
b. Catalina-Sausalito	2	70'	24'	40'	One Curb	2	70'	40'	6"	AB	2"	AC	One Curb	--	City	4
6. Walnut Street															
a. Katella - Florista	4	80'	40'	56'	Both	3	80'	56'	6"	AB	2"	AC	--	--	City	4
b. Florista-Catalina	2	80'	24'	44'	One Curb	4	80'	44'	6"	AB	2"	AC	One Curb	--	City	4
c. Catalina-Sausalito	2	80'	20'	36'	Both	2	80'	36'	6"	AB	2"	AC	--	--	City	4
7. Chestnut Street															
a. Katella-Catalina	2	46'	24'	80'	Both	3	80'	46'	6"	AB	2"	AC	--	--	City	4
b. Catalina-Sausalito	2	80'	20'	36'	Both	3	80'	36'	6"	AB	2"	AC	--	--	City	4
8. Serpentine Drive															
Los Alamitos - Reagan	2	50'	20'	26'	None	4	50'	40'	6"	AB	2"	AC	Both	--		1
9. Pine Street															
Katella - Catalina	4	80'	40'	56'	Both	3	80'	56'	6"	AB	2"	AC	--	--		4
10. Cherry Street															
Katella - Catalina	2	80'	20'	30'	One Curb		80'	56'	6"	AB	2"	AC	One Curb	--		1

1 Not constructed 2 Capacity inadequate 3 Structurally inadequate 4 Capacity and structure inadequate

AB - Aggregate Base AC - Asphaltic Concrete

Priority 1 = 1-3 years 2 = 3-5 years 3 = 5-10 years 4 over 10 years

MAKING THE PLAN WORK

As in the Land Use Plan, the Circulation Plan should be reviewed annually to see if it is doing the job and helping the community solve its traffic problems.

The Plan can be made to work if all agencies work together, and if future development is required to carry its share of the load.

Upon adoption of the Circulation Plan the Council should consider and adopt ordinances to protect future rights-of-way until they can be acquired.

Park and Recreation Plan

LOS ALAMITOS RECREATION PLAN

INTRODUCTION

This study and plan will deal with recreation parks and open space. It will comprise the Recreation Element of the General Plan. The report deals with schools, parks and recreation in the Los Alamitos area.

This report is divided into four sections: Population, School and Recreation Facilities Inventory, Plan, and Implementation. Population and the prediction of future population has a significant bearing on the planning of recreation facilities. In order to plan the size and location of future facilities, the number of people living in an area must be estimated. The future rate of growth for the Los Alamitos area was estimated from historical observations, trends in birth and death rates, the economic outlook and the immigration trends in the area.

An inventory was made of existing school and recreation facilities in the Los Alamitos area. The data gathered included locations, ownership, facilities available, areas used for recreation purposes. This information was used in preparing standards and the Parks and Recreation Plan.

The Plan, together with the standards, provide the guidelines for the city to follow in developing future parks, play areas and schools. Priorities were set up for the next twenty years, based on the estimated average growth rate in each neighborhood over this period. The Plan shows where new facilities will be needed by 1970, 1975, and 1985. Standards were developed in order to help determine the optimum size, location and facilities which will be required for the schools and parks.

Implementation is an improtant aspect of the Plan. Suggestions for implementing the Plan range from pay-as-you-go financing to possible Federal Grants for the purchase and development of open space. It is suggested that the City implement the Plan by combination of methods, rather than depending on one or two ways of financing.

POPULATION

Population growth in an area is influenced by many factors, including employment opportunities, cost of living, wage scales, environment, proximity to substantial employment areas and proximity to large urban areas. Historically, Los Alamitos has grown rather quickly - In 1960, the year of incorporation, the City had a population of 4,312. It is estimated that the present population is approximately 10,000 persons, including Navy personnel housed on the base. The rate of growth then, since 1960, has been about 18% per year. It is estimated that the rate of growth will continue at approximately 4% per year until 1975 and then will gradually decline until it reaches a growth rate of approximately 2% per year.

An estimate of the future population of Los Alamitos was made as a part of the City's General Plan in 1967. At that time, the City's population was projected to 12,800 in 1975 and 15,500 in 1985. The holding capacity within the present city limits is estimated to be 18,300 persons and the Planning area 33,200 persons.

As the Planning Area's schools and shops attract for educational needs and consumer goods, so also do the City's recreational facilities, commercial recreation, and clubs fulfill the demands of leisure and the desire for recreation and relaxation. It is estimated that some 23,000 people are presently served by the planning areas, golf courses, school play areas, and other recreation facilities. This is, of course, approximately 2½ times the present city's population.

The approximate population breakdown by age groups is estimated to be as follows:

Ages	Percent	Numbers Now*	Maximum City Population*	Maximum Area Population*
Below 5	10.2	1,020	1,866	3,386
5 - 14	17.5	1,750	3,202	4,810
15 - 19	7.3	730	1,335	2,423
20 - 44	31.9	3,190	5,837	10,590
45 - 64	23.2	2,330	4,245	7,702
65 or Over	9.8	980	1,793	3,253

*The maximum population is based on the holding capacity proposed by the Land Use Plan, the Map of which follows. The present population of various age groups is based on the City population of 10,000 persons.

LOS ALAMITOS SCHOOLS
EDUCATIONAL FACILITIES

	Site Acres	Enrollment	A.D.A.	No. Class-rooms	Lecture Halls	Gym-nasium Sq. Ft.	Gym-nasium Seating	Cafeteria Capacity	Cafeteria Sq. Ft.	Kitchen Sq. Ft.	Lockers Boys' Sq. Ft.	Lockers Girls' Sq. Ft.	Multi-Purpose Room Area	Multi-Purpose Room Seating
High School	47.9	-	2206 (1)	32	6	11,583	2206	600	1920	1262	5918	5918	7954 (4)	800
Oak Jr. High	24.0	-	1216 (1)	32	-	-	-	436	3248	1428	9186	9186	3248 (4)	322
Pine Jr. High	23.6	-	900 (1)	31	-	-	-	436	3283	1900	2305	2729	3283 (4)	320
Los Alamitos Elem.	15.5	647	641	19	-	-	-	200	2250	-	-	-	2250 (7)	400 (7)
Hopkinson Elem.	11.9	517	508	17	-	-	-	-	-	-	-	-	1000	75
Rossmoor Elem.	12.4	647	636	20	-	-	-	200	3865	-	-	-	3865 (7)	400
Jefferson Elem.	10.1	550	543	18	-	-	-	-	-	-	-	-	2000	150
Weaver Elem.	9.2	475	473	14	-	-	-	200	2985	-	-	-	2985 (7)	350
Rush Elem.	8.6	572	563	19	-	-	-	-	-	-	-	-	1000	75
Lee Elem.	10.3	668	658	20	-	-	-	200	3865	-	-	-	3863 (7)	400

LOS ALAMITOS SCHOOLS
RECREATIONAL FACILITIES

	Grades	Turf Area	Paved Area	Total Area Acres	Play Apparatus	Sand Box	Kinder-garten Area	Basket-ball Court	Base-ball Diamond	Foot-ball	Track	Tennis Courts	Volley-ball	Showers Boys'	Showers Girls'
High School	10-12	23 Ac.	5 Ac.	47.9	Yes (3)	-	-	17 (2)	Yes	Yes	Yes	8	-	50	56
Oak Jr. High	6- 8	14.5 Ac.	-	24.0	Yes (5)	-	-	12	Yes	Yes	Yes	6	12	35	32
Pine Jr. High	6- 9	9.5 Ac.	5.07 Ac.	23.6	Yes (6)		-	15	Yes	Yes	Yes	6	12	25	24
Los Alamitos Elem.	K- 6	8.0 Ac.	1.6 Ac.	15.5	Yes (8)	Yes	Yes	2	-	-	-	-	-	-	-
Hopkinson Elem.	K- 6	6.0 Ac.	2.0 Ac.	11.9	Yes (9)	Yes	Yes	2	-	-	-	-	-	-	-
Rossmoor Elem.	K- 6	6.0 Ac.	1.6 Ac.	12.4	Yes	Yes	Yes	2	-	-	-	1 & H.B.	-	-	-
Jefferson Elem.	K- 6	4.0 Ac.	1.5 Ac.	10.1	Yes (10)	Yes	Yes	2	-	-	-	-	-	-	-
Weaver Elem.	K- 6	4.0 Ac.	0.6 Ac.	9.2	Yes (11)	Yes	Yes	2	-	-	-	-	-	-	-
Rush Elem.	K- 6	4.0 Ac.	1.9 Ac.	8.6	Yes (12)	Yes	Yes	2	-	-	-	-	-	-	-
Lee Elem.	K- 6	5.0 Ac.	1.4 Ac.	10.3	Yes (13)	Yes	Yes	4	-	-	-	-	-	-	-

Both Jr. High Schools have open air amphitheater

(1) Projected
(2) 1 in Gymnasium
(3) Parallel Bars - 2
Leg Lift - 2
Speed Ladder - 1
Hand Walk - 2
Grip Swing - 2
Rope Climb - 1

(4) Stages included
(5) Parallel Bars - 2
Chinning Bars - 1
Parazontal - 1
Rope Climb - 1
Horizontal - 1

(6) Parallel Bars - 2
Chinning Bars - 1
Parazontal - 1
Rope Climb - 1
Horizontal Bar - 1

(7) Cafeteria

(8) Slide - 3
Swings - 21
Parallel Bars - 1
Horizontal Bars - 2
Tetherball - 8

(9) Slides - 2
Swings - 12
Parallel Bars - 1
Tetherball - 2
Horizontal Bar - 1
Balancing Rail - 1

(10) Slides - 3
Swings - 18
Jungle Gym. - 2
Chinning Bar - 1
Tetherball - 8
Horizontal Bars - 3

(11) Slides - 2
Swings - 18
Jungle Gym - 2
Parallel Bar - 1
Chinning Bar - 1
Tetherball - 3
Horizontal Bar - 1
Balancing Rail - 2

(12) Slides - 2
Swings - 18
Rings - 1
Tetherball - 8
Horizontal Bar - 1
Balancing Rail - 1

(13) Slides - 2
Swings - 18
Parallel Bar - 1
Chinning Bar - 1
Tetherball - 8
Horizontal Bar - 1
Balancing Rail - 1

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It is conservatively estimated that 25% of the total population of the Planning Area is of school age. This percentage could range between 25% and 28%. As their school age percentage is conservative, so are the recommendations to follow minimum. This should be noted in any review or revisions of the Recreation and Park Plan.

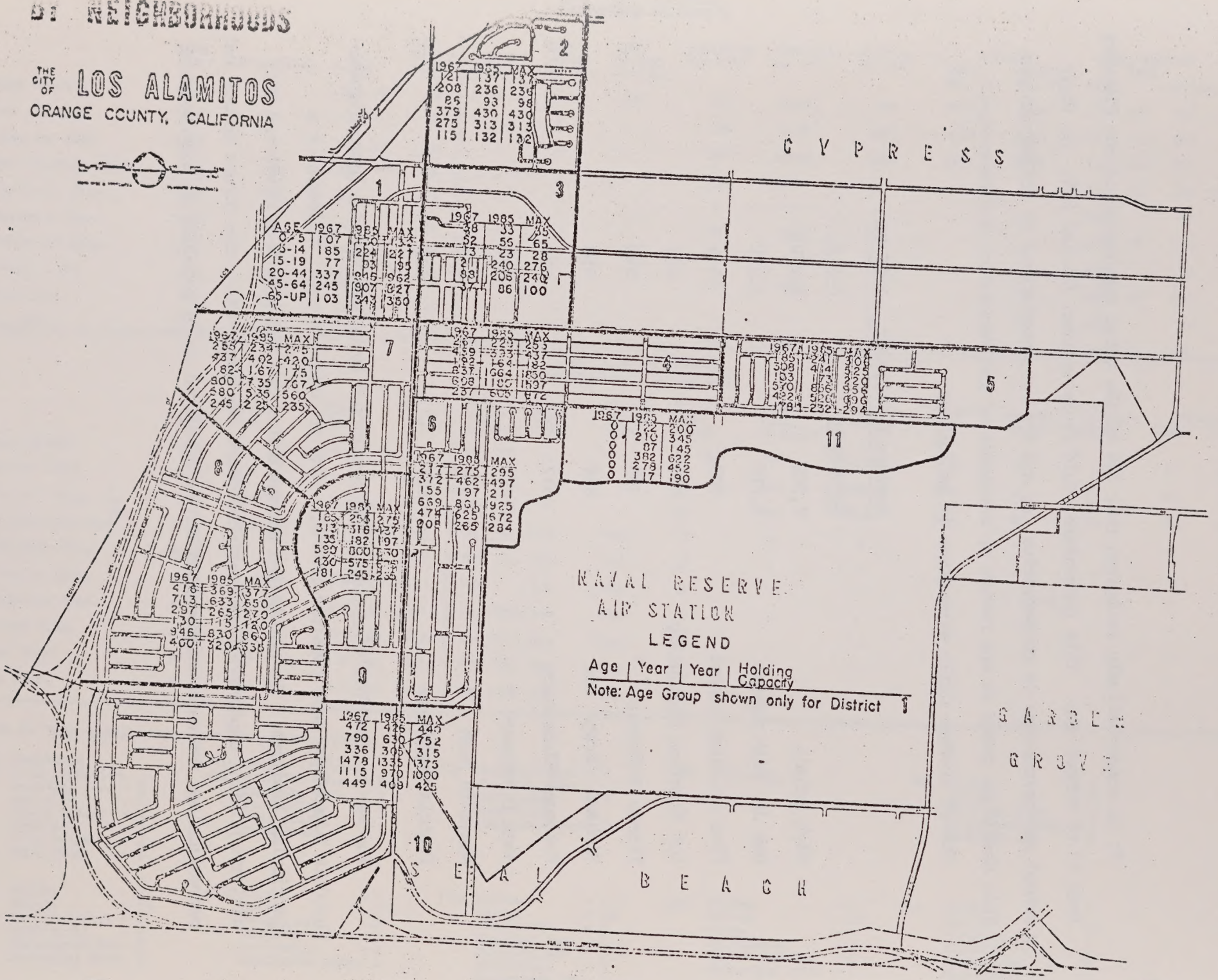
School average daily attendance is as follows:

	Average Enrollment - 1967-68	
	Enrollment	A.D.A.
High School	2,206	2,220
Oak Jr. High School	1,216	1,229
Pine Jr. High School	900	914
Los Alamitos Elementary	647	641
Thomas Jefferson "	550	543
Richard Henry Lee "	668	658
Rossmoor Elementary	647	636
Jack L. Weaver "	475	473
Benjamin Rush "	572	563
Francis Hopkinson "	517	508

The Map on the following page shows population by neighborhood. Each neighborhood is bounded by some physical barrier, such as major streets, highways or a particular land use. The population was estimated for 1967, 1975 and 1985 and the ultimate holding capacity of each neighborhood. By doing this, the future school and recreation age for each neighborhood can be predicted and a schedule of improvements

NEIGHBORHOODS

THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA



be set up if deemed necessary. 1967 was used as the base year because an accurate inventory of land uses was taken in that year and population estimates were available. Following the map on neighborhood population is a map indicating population distribution by age groups.

By 1975, there will be 12,800 persons in the city and 25,080 persons in the Planning Area. It is predicted that the following percentages of the total population will be of school age in these years:

Grade	% of Total Population
K-6	14%
7-9	5%
10-12	6%

By applying these percentages to the population, the following number of schools will be required to adequately serve the area:

	City School Population		Area School Population (1)		Area & Seal Beach South of Air Base (2)		Schools Needed			
							City		Area and Seal Beach (2)	
Grades	1975	1985	1974	1985	1975	1985	1975	1985	1975	1985
K-6	1792	2170	3511	4065	4800	4900	3-4	4	8	8
7-9	640	775	1254	1434	1460	1490	1	1	2	2
10-12	768	930	1505	1720	1760	1790	1	1	1	1

(1) Planning Area - City and Rossmoor
(2) Planning Area plus Seal Beach between Air Base and San Diego Freeway and County area West of San Gabriel Freeway.

THE STANDARDS

General

There are as many sets of standards as there are jurisdictions to apply them. As each city's demands are unique, so are their standards. Each city establishes its own criteria and from then on its own standards.

Demand is met at three basic levels: One, the neighborhood; two, the community; and three, the regional. A closer examination of each of the levels will show their individual characteristics and their interrelation.

THE NEIGHBORHOOD

The Los Alamitos Planning Area has been divided into 11 "neighborhoods". Each is limited geographically to some extent by natural boundaries; by man-made obsticles, such as major and secondary streets and drainage channels; and by areas of non-residential use, such as Commercial and Industrial Zones. The neighborhood is also limited by population density. The population of 6 or 7,000 persons presents some problem in recreation planning and is generally not desirable. An ideal size would be between 4 and 5,000 persons.

The third restricting factor is the population density; whether 4 or 5 families or 15 to 30 families to the acre. Closely tied to population density is land coverage.

People living in the same neighborhood tend to share the same interest, as neighborhoods are composed of persons in a similar economic class, social goals, and their children attend the same schools. On this lowest level of recreation demand, the most poignant need is for the small type installations and generally limited facilities. These facilities are mostly used by the children under twelve or thirteen. Teenagers and adults look out from the neighborhood for their needs.

A neighborhood, therefore, primarily serves the lowest age groups. It is evident why the above mentioned standards and restrictions were established. Children should not have to cross heavily traveled streets or walk more than the shortest distance to enjoy public facilities.

THE COMMUNITY

By combining several neighborhoods we establish a community. Some of the neighborhood demands are present in the community, but the general characteristics of these demands has shifted to those of the youngest age group to those of an older one. More adults utilize these facilities.

THE REGION

As a community is made up of a group of neighborhoods, so are regions made up of a group of communities. The incorporated City of Los Alamitos and the unincorporated area of Rossmoor and the incorporated contiguous areas about the city form the region. The region in this report can be closely associated with the incorporated city and the Rossmoor Area.

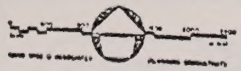
STANDARDS: OVERALL SPACE REQUIREMENTS

The overall space requirement shall be established at the ratio of 2 acres for each 1000 persons. More completely stated: 2 acres of playground, park, greenbelt or open space should be provided for each 1000 persons. This standard is relatively new and already an open question as being too limited. But, the area is most fortunate in having the El Dorado park and golf course on the northeastern corner of the city immediately across the San Gabriel Freeway; the Los Alamitos golf and driving range immediately west of the Los Alamitos race track on the northeasterly side of the city; the Old Ranch County Club and Golf Course southerly of the U.S. Naval Air Station and the Navy Golf Course itself. Unfortunately, these facilities are primarily for adult use which makes them unavailable for all practical purposes, for small children and mothers with their tots in the central portion of the planning area. With all these facilities then 2 acres per 1000 population seems eminently satisfactory.

Year	Population		Minimum Acreage	
	City	Area	City	Area
Present	10,000	22,250	20 acres	42 acres
1975	12,800	25,080		50 acres
1985	15,500	28,680	30 acres	55 acres
Maximum Population	18,300	33,200	36 acres	60 acres

EXISTING PUBLIC BUILDINGS

THE CITY OF **LOS ALAMITOS**
ORANGE COUNTY, CALIFORNIA



At the present time the city has no park and recreation facilities as such, there is a youth center owned and operated by a non-profit organization. There are, however, more than adequate playground facilities within the well spaced elementary, two junior high schools and the high school sites. The exception is the area southerly of Katella and easterly of Los Alamitos and a relatively small area between Los Alamitos, the industrial area, Bloomfield and Katella Avenue. Every effort should be made to coordinate with the Los Alamitos Elementary School District and the Anahiem Union High School District to cooperate with them in developing a recreation program and utilizing all existing and proposed school facilities to the fullest, and eliminate overlap of programs.

This Plan cannot recognize city boundaries - the people using the facilities do not. This Plan is prepared to consider all of the needs of all of the areas as if they were a part of Los Alamitos.

STANDARDS: NEIGHBORHOOD AND COMMUNITY PARKS

Neighborhood Playgrounds and Parks

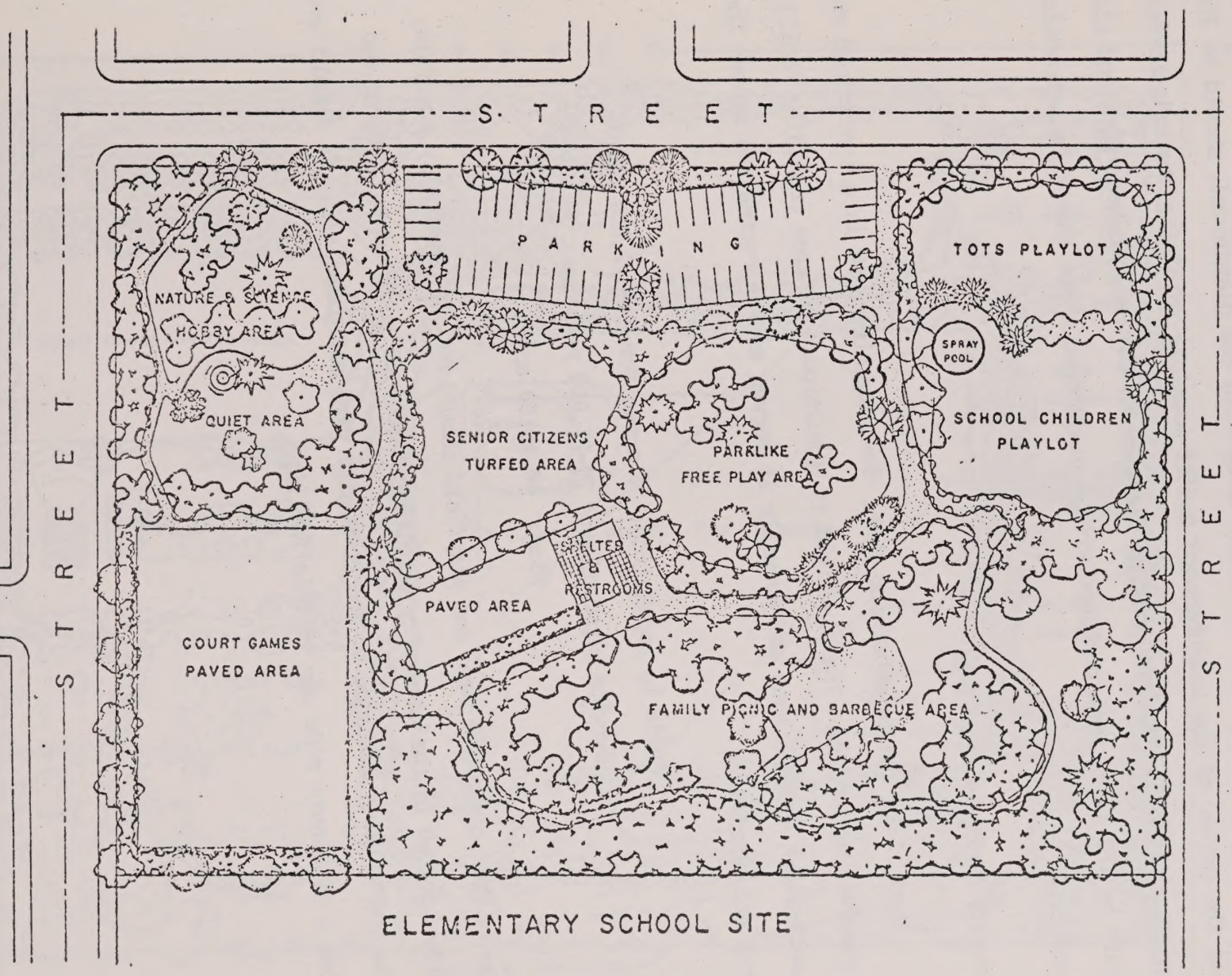
Use: The neighborhood playground serves the primary play needs of the children in the 5 to 15 year age group. The playground also had some limited use activities for the neighborhood. The neighborhood park portion is a landscaped area for quiet, passive recreation for people of all ages.

TYPICAL NEIGHBORHOOD PARK

THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA

SCALE IN FEET
0 30 60 90 120 150

HAHN, WISE & ASSOCIATES PLANNING CONSULTANTS



MINIMUM SPACE REQUIREMENTS

	FACILITIES	AREA (Acres)
1	TOTS PLAYLOT	.25
2	SCHOOL-AGE CHILDREN PLAYLOT	.35
3	NATURE AND SCIENCE HOBBY AREA	.30
4	PAVED AREA FOR COURT GAMES	.50
5	FAMILY PICNIC AND BARBECUE AREA	1.30
6	PARKLIKE AREA FOR FREE PLAY	.50
7	QUIET AREA	.25
8	SENIOR CITIZENS TURFED AREA	.50
	" " PAVED AREA	.10
9	SHELTER AND RESTROOMS BLDG SPACE	05
10	OFF-STREET PARKING	.40
11	LANDSCAPING 15% OF SITE	.60
	TOTAL SITE AREA	5.50

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Ratio to population: 2 acres for each 2,000 people

Service population: approximately 6,000 people

Size: 5 to 10 acres

Location: neighborhood park, along with the playground, should be located near the center of the neighborhood and if possible adjoining the neighborhood elementary school. Maximum walking distance to the neighborhood park and playground should be 1/2 mile; when combined with a playground there should be a functional separation.

Community Park and Playfield

Use: Like the neighborhood park, the community park is a landscaped area for passive recreation. The playfield is a multipurpose area providing facilities and activities for all ages and normally it serves as the recreation center for several neighborhoods.

Ratio to population: 2 acres for each 2,000 people

Service population: 20-25,000 persons

Size: 40 to 50 acres

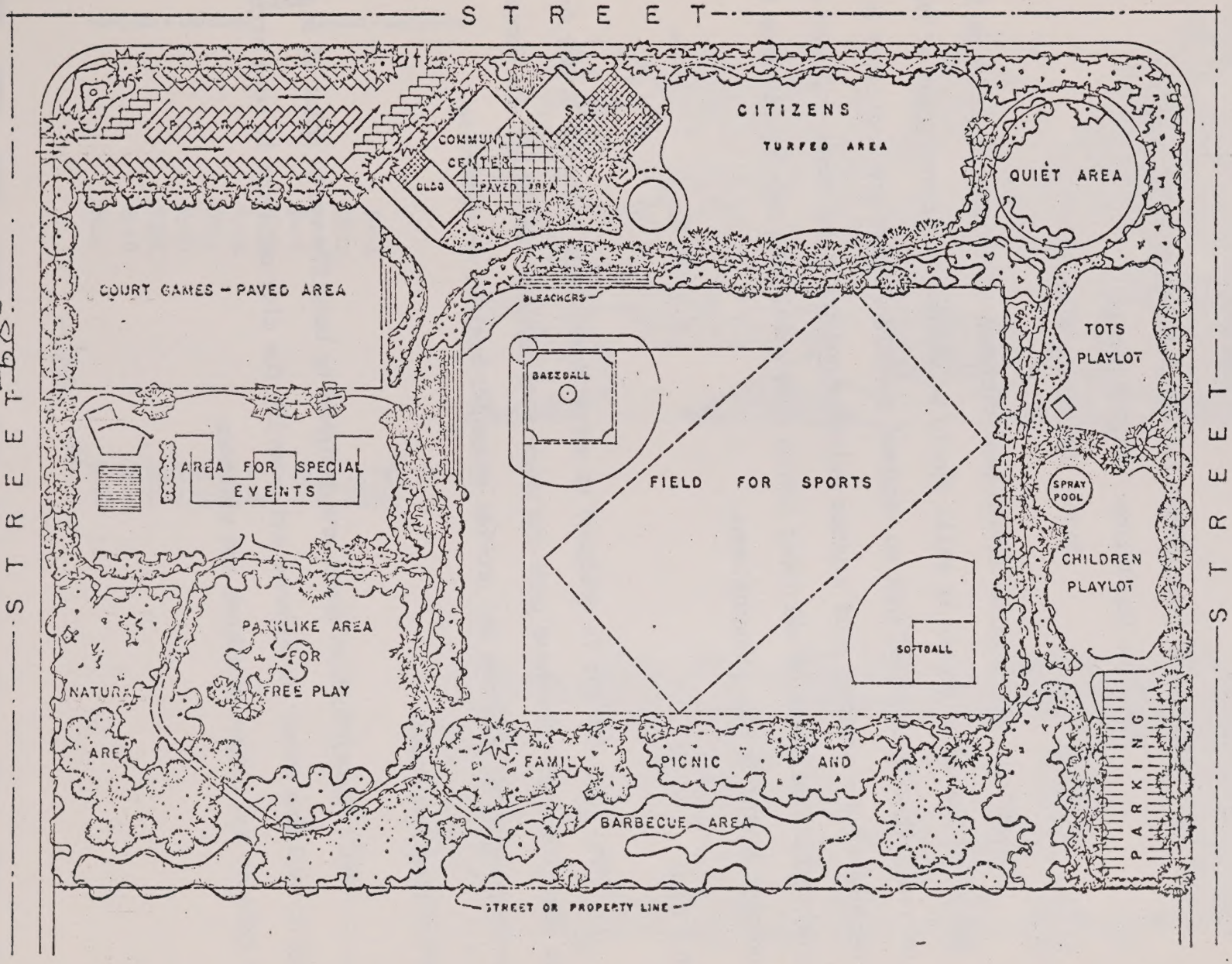
Location: The community park and playfield should be, if physically possible, centrally located in the community servicing 3 to 5 neighborhoods. One to two miles is the walking distance to the community park and playfield. It should not be more than a 20 minute ride car to this facility.

TYPICAL COMMUNITY PARK

THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA

SCALE IN FEET
0 50 100 150 200 250

NAHON, WISE & ASSOCIATES PLANNING CONSULTANTS



MINIMUM SPACE REQUIREMENTS:

	FACILITIES	AREA IN ACRES
1	TOTS PLAYLOT	.35
2	SCHOOL-AGE CHILDREN PLAYLOT	.40
3	NATURAL SCIENCE & HOBBY AREA	1.20
4	COURT GAMES PAVED AREA	1.20
5	FIELD FOR SPORTS	6.00
6	FAMILY PICNIC & BARBECUE AREA	2.00
7	PARKLIKE AREA FOR FREE PLAY	1.50
8	COMMUNITY CENTER BLDG SITE	.35
9	SENIOR CITIZENS - BLDG SITE	.10
	" " - PAVED AREA	.10
	" " - TURFED AREA	1.30
10	QUIET AREA	.50
11	AREA FOR SPECIAL EVENTS	1.00
12	OFF-STREET PARKING	1.00
13	LANDSCAPING 15% OF SITE	3.00
	TOTAL SITE AREA	20.00

Regional Park

Use: The regional park is designed to contain a wide variety of recreational facilities for a large number of people while continuing to take full advantage of the natural landscape.

Ratio to population: 2.5 acres for each 1,000 people

Service Population: 50,000 people

Size: 100 acres or more

Location: While urban development dictates that regional parks be located away from the urban center it still should be within 30 minutes drive of the area served. It will be noted that no regional park facilities are indicated in the Plan because of the numerous golf courses existing and the great number of good school playground facilities of all types within easy walking or driving distance from all persons living in the planning area.

Tot Lots

Use: The Tot Lot is designed to serve those areas where it is not feasible to establish a neighborhood park and where some minimum facilities are necessary to serve pre-school children and provide space for mothers to supervise.

Beautification Areas

Use: Beautification areas are designed to beautify waste areas of right-of-way or building sites; to enhance and beautify the city and make it more attractive to present and future residence and visitors.

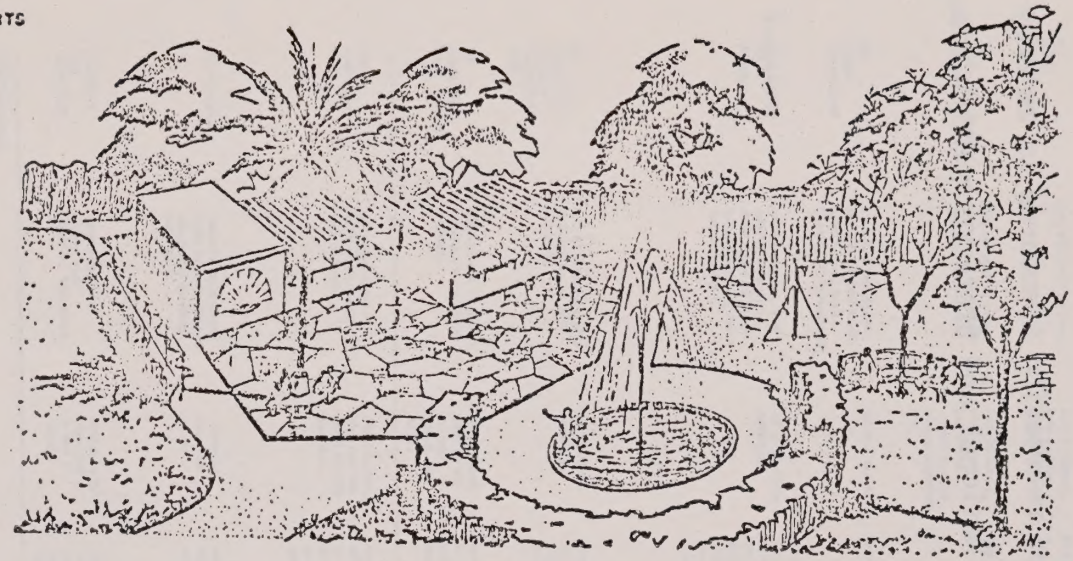
THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA

TOT LOT PLAYGROUND

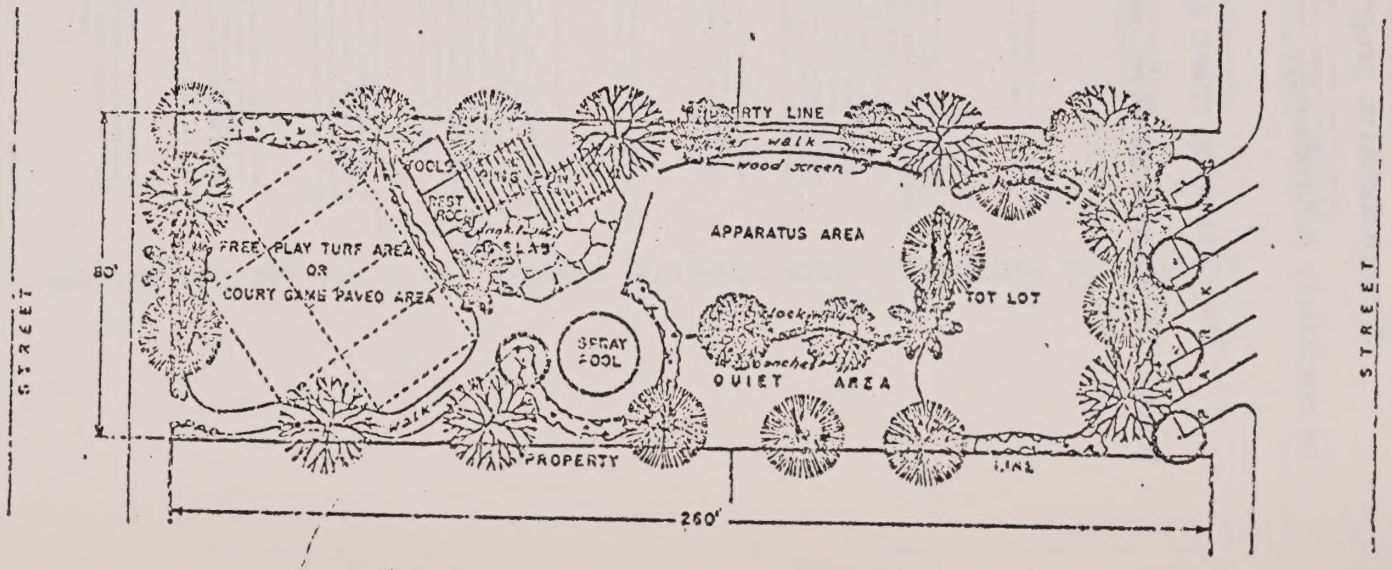
SCALE 0 20 40 80 IN FEET 60 120

HAHN, WISE & ASSOCIATES PLANNING CONSULTANTS

PERSPECTIVE



TYPICAL PLAN



MINIMUM STANDARD RECOMMENDATIONS

1- FOR PRESCHOOL AGE CHILDREN
- Chair swings (set of 6)
- Sand box
- Small slide
- Simple low climbing device

2- FOR EL SCHOOL AGE CHILDREN
- Swings-frame 12' high (set of 6)
- Slide- 8' high (approx. 16' long)
- Horizontal ladder
- Giant stride
- Balance beam
- Horizontal bar

3- OPTIONAL- IF AVAILABLE FUNDS SPACE AND ATTENDANCE JUSTIFY
- Traveling rings
- See-saws (set of 3-4)
- Low climbing device

Street Trees

A comprehensive program of street tree planning and beautification should be seriously considered.

The following chart gives detailed recreation standards in an easy reference form. The standards were compiled from National and State recreation standards.

TYPE	FUNCTION	SIZE	LOCATION	FEATURES
A. Neighborhood				
#1 Playlot	children up to 6 and their mothers, in very crowded neighborhoods.	2400 to 5000 sq. ft. or 50 sq. ft. per child	centrally located in high value, high density, highly developed neighborhoods	- wading or spray pool - play house - turfed open area - paved area for wheeled toys - benches for mothers and carriages - surrounded by fence or hedge - shade trees in portions of area
#2 Playground	ages 5 to 15, perhaps some older -- some-place for a few mothers.	Optimum: pop. ac. 2000. . .3.25 3000. . .4.00 4000. . .5.00 5000. . .6.00 Max. pop.: 5000	in each neighborhood, more centrally located if in high density neighborhood.	- playlot for pre-schoolers - shelter - play apparatus - shade area - game courts - freeplay areas, turfed or paved - wading or spray pool - picnic area - shaded area for older persons - landscaped area - fences
#3 Park	all ages, emphasis on attractive setting.	2 to 5 acre min. or 80% of Playground.	one each neighborhood, within 1/2 mile or 6-8 blocks of most of residents.	- open lawn - shade trees - shrubbery - walks and benches - ornamental pool - fountain - tables - sand box - some play apparatus
#4 Park-Playground	See #2 and #3 above	5 to 15 acres, 6 to 8 acres optimum.	See #3 above	- See #2 and #3 above
#5 Park-Playground School	See #2 and #3 above plus K-6, Kindergarten play area extra.	See #4 above plus 5 acre basic and 1 acre per 100 pupils additional.	See #3 above	- See #2 and #3 above - school building - parking lot - bus loading area
#6 Junior Playground	modified neighborhood playground for high value, high density neighborhood.	up to 2 acres	See #3 above	- See #2 above, but with freeplay areas much smaller
B. Community				
#7 Playfield	young people, and adults with part developed as Playground for neighborhood children.	20 to 25 acres optimum.	served 3 to 5 neighborhoods, with Jr. or Sr. high school, 12000 to 20000 max. pop., 1 mi. max. travel dist.	- 2 or more sportsfields - tennis, bocci, horseshoes, shuffleboard, roque, paddle tennis courts - lawn game areas - outdoor swimming pool - amphitheatre or bandshell - family picnic areas with barbeque - recreation building - children's playgrounds - track - day camp center - landscaping - parking areas - lighted features
#8 Playfield-Park or Community Park	all #7 functions plus a large space left natural.	20 to 50 ac. optimum.	centrally located but serving a larger area than #7.	same as #7 but with substantial additional landscaped areas, preferably left in a natural state.
#9 Community Park-School	See #7 and #8 above plus Jr. or Sr. high school.	40 ac. park plus 20 ac. Jr. high or 40 ac. Sr. High.	serves same area as school 1 to 2 miles maximum travel distance	- same as #8 but with 20 to 40 acres of school site
Large Recreation Park	provides contact with large areas left natural.	100 ac. min. one park for each 50,000 persons.	readily accessible from all of or a large part of the city, within 1/2 hr. travel time.	- woods, lawn, meadows, streams - hiking, riding trails - boating and swimming areas - field sports - day camp - zoo - aviary - botanical gardens - - nature museum - parking, concessions, shelter areas - Picnic and barbeque areas
Reservation	natural state areas largely undeveloped, emphasis on flora and fauna	"Several hundred acres".	within one hour's driving time from most of city	only those associated with the natural scenery: long term camping, picnicking, water sports, hiking and riding - no elaborate installations except near entrance: then of a rustic nature.
Parkway and Greenbelt	provides open space and highway screening.	Highway R/W plus 200', wider at spots.	along streams, industrial parks, commercial areas, and major throughfares and highways	- trees - lawn areas - shrubbery and screening - paths may be for riding or hiking - small parks at wide places (see #2 and #3).
SPECIAL AREAS				
Athletic Field or Stadium	provides place for large sporting events or pageants.	5000 to 10,000 cap. 10 to 12 ac. plus 1000 - 2000 car parking.	away from residential areas, near major streets, in conjunction with high schools	- 1/4 mi. track - football field - baseball diamond - lockers, showers, storage, concession areas.
Bathing Beach	sunning and bathing	1000' long 150' deep 300 sq. ft. per user, incl. parking and concessions.	serving 5 to 10% of population at one time, within 1/2 hour drive.	- beach - bath house - concession areas - parking - some picnic areas - children's playground with apparatus
Camping Grounds	camping, hiking and associated activities	approx. 2 ac. per site each site is 2000 sq. ft.	secluded area within 1/2 to 1 hr. drive farther for more complex facilities.	- campsites - sanitary facilities - swimming and boating facilities - shelter and play areas.
Golf Course	golfing and tennis and other court sports, social events	75 ac. 9 hole 160 ac. 18 hole, one course per 25,000 pop.	near or outside city limits, travel time not of major significance.	- club house - game courts - playground for children - parking
Swimming Pool	recreation and competition swimming.	1 sq. ft. per each unit of pop. served, at least 3 to 5 ac. total, serves 3% of pop. at once.	in park or with high school, indoor type preferred for curricular activities.	- pool - parking - bath house and showers - concessions - wading and/or spray pool - sand and rest areas

A GUIDE TO RECREATION REQUIREMENTS, Compiled from National and State standards

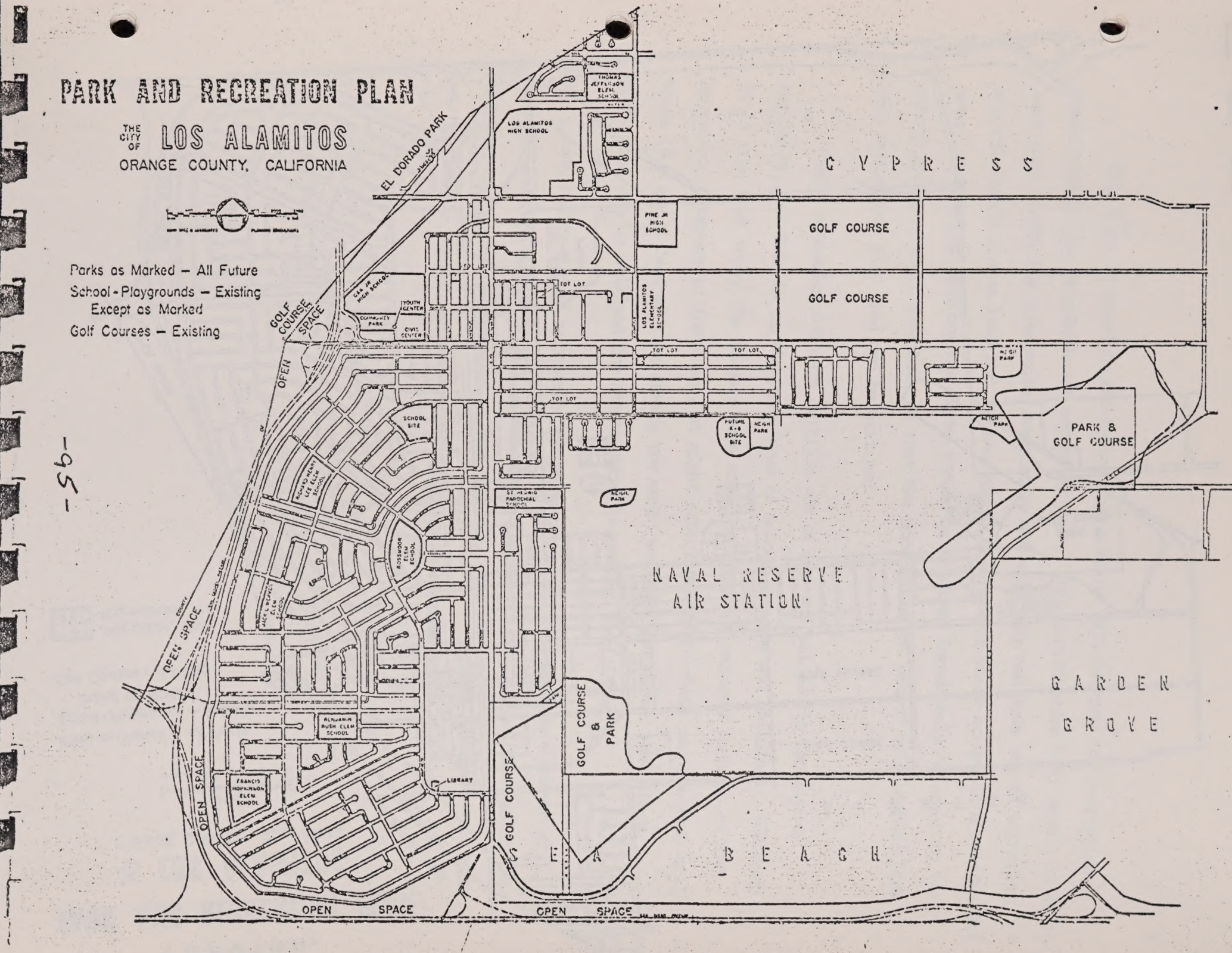
THE PLAN

From the knowledge of what school and recreation facilities are existing and the estimate of future needs of the population, the following ultimate plan was developed. The Plan shows the available possibilities for recreation expansion and construction including school sites. The map on Page 21 shows all of the elements of the Park and Recreation Plan. The second map on Page 22 shows all of the elements of the Park and Recreation Plan. The second map on Page 22 shows the Park and Recreation Plan phased into years 1975 and 1985. This phasing points out the specific needs within the next 20 years.

Specific Analysis

On the following pages are neighborhood-by-neighborhood specific analysis. Each neighborhood was analyzed with respect to:

1. 1975 and 1985 population as obtained from population age distribution.
2. Data set out the number of persons of school age. This figure is 25% of the 1985 population and includes elementary, intermediate and secondary age pupils.
3. Its existing features and facilities
4. Proposed facilities - their optimum location and use.


PARK AND RECREATION PLAN
THE CITY OF LOS ALAMITOS
ORANGE COUNTY, CALIFORNIA
Parks as Marked – All Future
School-Playgrounds – Existing
Except as Marked
Golf Courses – Existing
EL DORADO PARK
LOS ALAMITOS HIGH SCHOOL
THOMAS JEFFERSON ELEM. SCHOOL
CYPRESS
PINE JR HIGH SCHOOL
GOLF COURSE
GOLF COURSE
LOS ALAMITOS ELEMENTARY SCHOOL
CAL JR HIGH SCHOOL
YOUTH CENTER
COMMUNITY PARK
CIVIC CENTER
TOT LOT
TOT LOT
TOT LOT
TOT LOT
NEIGH PARK
PARK & GOLF COURSE
GOLF COURSE SPACE
OPEN
SCHOOL SITE
FUTURE K-6 SCHOOL SITE
NEIGH PARK
RICHARD HENRY LEE ELEM SCHOOL
ST HEDWIG PARochial SCHOOL
NEIGH PARK
ROSSMOOR ELEM SCHOOL
NAVAL RESERVE AIR STATION
OPEN SPACE
JACK L. REAVIS ELEM SCHOOL
GOLF COURSE & PARK
BENJAMIN RUSH ELEM SCHOOL
LIBRARY
FRANCIS HOPKINSON ELEM SCHOOL
OPEN SPACE
GOLF COURSE
GARDEN GROVE
SEAL BEACH
OPEN SPACE
OPEN SPACE

-95-

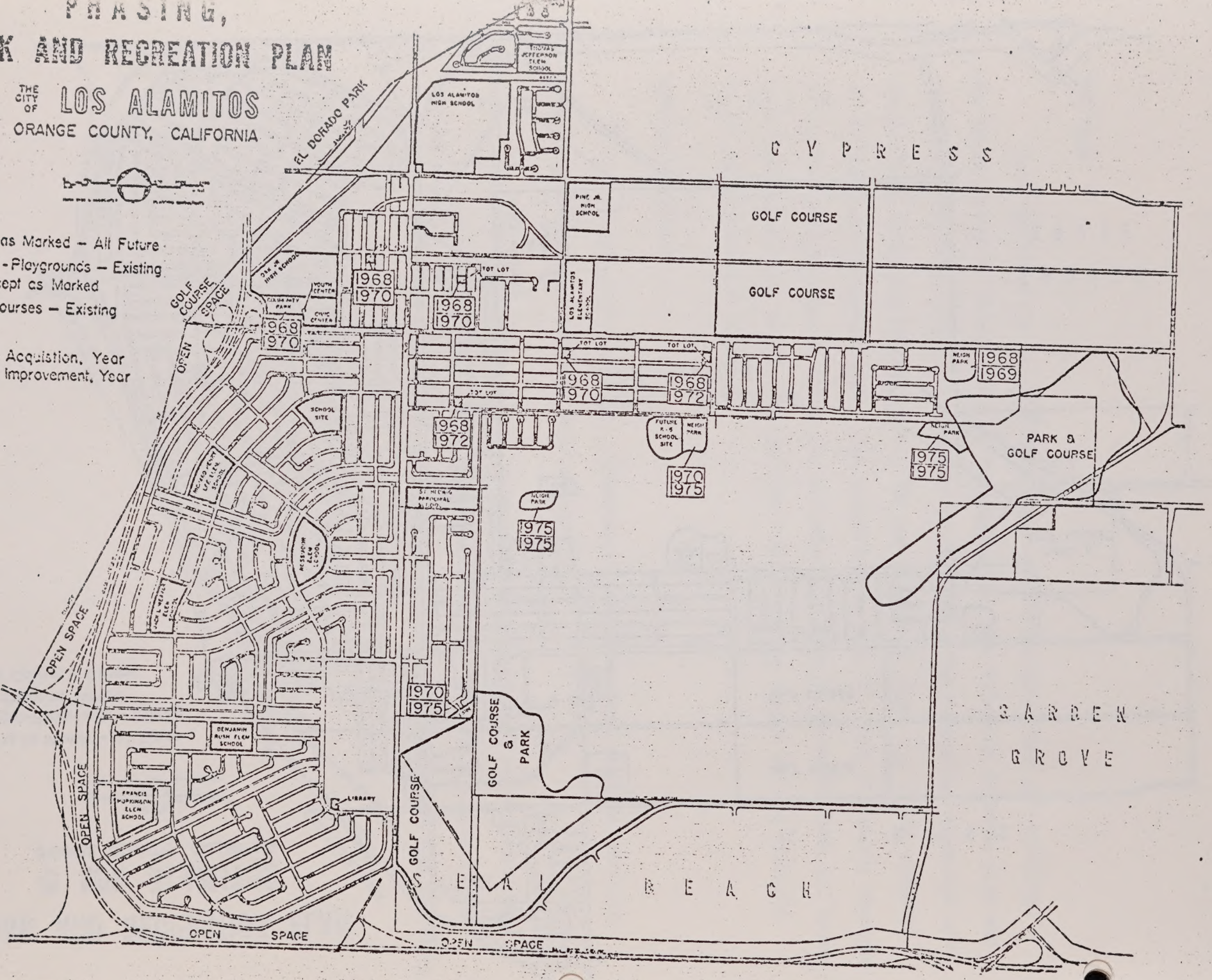
PHASING, PARK AND RECREATION PLAN

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA

Parks as Marked – All Future
School - Playgrounds – Existing Except as Marked
Golf Courses – Existing

1967 – Acquisition, Year
1980 – Improvement, Year



This Plan is based on the theory that schools will be used for recreation facilities in the neighborhoods served by them. This coordination will result in less cost than facilities constructed separately and will make multiple use of expensive and relatively scarce land and any new school development which occurs in a residential area. City-owned neighborhood parks should be acquired immediately adjacent to the school grounds, where feasible, so that the more efficient use of neighborhood park area and school play area can be utilized.

Basic economics indicate multiple use of any and all public facilities available, and this is particularly true of school grounds and buildings. Although it is true that today the schools make more use of their property through limited recreation programs of their own, at night school and interschool competition, still there is a great deal of time during the week, weekends and summer when these properties can be utilized for neighborhood recreation facilities.

Joint city-school recreation programs can be approached from a number of aspects, and each method should be explored in an effort to gain maximum use of the buildings and grounds. The more use the city can gain, the fewer facilities it will have to provide through general budgeting and park and recreation tax levy.

A committee should be appointed to meet with the proper authorities of the Los Alamitos Elementary School District and the Anaheim Union High School District to investigate these possibilities. Several suggestions are listed below which have been successfully used by other communities:

1. Schools furnishing, at minimum cost or on a maintenance agreement, such school grounds and rooms as there needed by the city; the city furnishing the supervision.
2. The same basic arrangement, but with schools furnishing the supervision under contract to the city, and the program planned by the city.
3. Exchange of facilities and personnel.

This agreement can assume many forms: A complex, many-paged document or a simple agreement between the school authorities and the city council. The important thing to remember is the willingness of all concerned to make the program work to the benefit of the whole city and planning area. The people that paid for the facilities have a right to demand their maximum use.

Where such a cooperative program has been made to work, it has had two effects. First, it has produced more recreation per dollar spent; full advantage is taken of all existing facilities and parks and playgrounds were not duplicated. Second, the whole recreation program has been broadened to take into all groups - infants, children, teenagers, adults and senior citizens; service and social clubs; hobby groups; civic clubs; and the most important of all, the family.

Neighborhood 1:: By 1985, the population of this neighborhood will reach about 2,558 persons. It is estimated that about 350 children of elementary school age will live here and about 125 children of junior high level. This neighborhood presently has a junior high school in close proximity to all housing units in the neighborhood. Besides the community park shown next to the civic center, it is proposed that a tot lot be acquired and developed on Walnut southerly of Sausalito.

Neighborhood 2: This neighborhood is planned primarily for a low density area. The population of this neighborhood will probably reach 1,550 persons by 1985. There will be about 190 children of elementary school age by 1985 and approximately 65 of junior high school age. It will not be necessary to establish a school-playground per neighborhood too, because of the present elementary school facility and high school facility.

Neighborhood 3: Neighborhood 3, situated northeasterly of Los Alamitos Boulevard and Katella Avenue will be primarily a business, industrial and office area. However, it is expected to have the population of approximately 650 persons by 1985. There will be 90 children of elementary school age and approximately 30 children of junior high school age by 1985. Only a tot lot facility is planned for this area to take care of the younger children because of the close proximity easterly of Bloomfield of a junior high elementary school. The people living in this neighborhood could well be served by these facilities as far as recreation facilities are concerned.

Neighborhood 4: Located east of Los Alamitos and south of Katella is an area proposed for high and medium high density development. It is expected to have a population of approximately 4,500 persons by 1985. Approximately 460 of these will be of elementary and junior high school age in 1985. Because little land is available in this area for either a school site or a park site, three tot lots are proposed on vacant lots in three locations. Located at the northeast corner of Farquhar and Reagan, the northeast corner of Maple and Green and the northwest corner of Green and Lexington Drive. It is also proposed that a neighborhood park be developed westerly of Lexington Drive south of Farquhar. This latter facility will be in neighborhood 11.

Neighborhood 5: This neighborhood located easterly of Lexington Drive is proposed for low density residential development primarily, with some high density proposed northerly of Green Street and a neighborhood commercial area proposed on both sides of Siboney Street. It is estimated that the area will have a population of 2,370 persons by 1985. It is anticipated that there will be 331 elementary school children and approximately 120 junior high school children in the area by 1985. There is neither a school or park in the area at present, although one is needed. It is proposed to construct a neighborhood park westerly of Mindora Street and southerly of Katella Avenue. The city should take steps soon to acquire property to serve the people in this area.

Neighborhood 6: Is a low density single family development, located south or Orangewood. It is estimated that the population in this neighborhood will reach 2,700 by 1985. It is expected that there will be approximately 275 elementary school children and 135 junior high school children in this area by 1985. Saint Hedwig Parochial School presently serves this area. There are no other school or recreation facilities in the neighborhood. It is proposed that a neighborhood park be established on Navy land adjacent to this neighborhood at such time as it may become available and that a tot lot be established in the triangle southerly of Kempton.

Neighborhood 7: is located in the Rossmoor area. It is expected that the population in this area will remain closed to the present population or between 2400 and 2500 persons. It is anticipated that there will be approximately 340 elementary school children and 120 junior high school children in this neighborhood by 1985. No additional facilities are proposed as the neighborhood presently has an elementary school site in existance. As stated previously the school facilites should be used for both park and recreation facilities as well as their normal function as an educational institution.

Neighborhood 8: Also located in the Rossmoor area will have a population of approximately 3,700 in 1985. There will be approximately 640 children of elementary and junior high school age in the area by this time. This neighborhood has two school sites serving kindergarten through sixth grade and it is not deemed necessary to provide either school or additional recreation facilities in this neighborhood providing that the school facilities are used for multiple purposes.

Neighborhood 9: This neighborhood, located in the Rossmoor area, is approximately two-thirds low density and one-third medium high density. It is expected to have a population of approximately 2,500 persons by 1985, 318 of which are expected to be in elementary or junior high school at that time. The Rossmoor Elementary School serves this area and it is not proposed to provide additional facilities.

Neighborhood 10: This neighborhood is composed of low density single family residential development. It is expected to have a population in the neighborhood of 4,200 persons by 1985. Two elementary schools presently are established in this area and it is not proposed that any new facilities be established. If maximum use is made of the school facilities for both educational, park and recreational use the established facilities should provide basic minimum facilities.

Neighborhood 11: Neighborhood 11 is located in the northerly portion of the Naval Air Station and can only be developed when the area is released for private development. It is anticipated that there will be 1,200 persons in this area by 1985 in the event that the area is released. Two hundred and ten (210) are expected to be of elementary and junior high school age. No school facilities are proposed, however, two neighborhood park sites are proposed in the area. One, south of Farquhar and westerly of Lexington and the other south of Katella and west of the extension of Mindora. These sites should be acquired immediately after the area becomes available for private development.

In addition to the parks and playgrounds proposed in the neighborhoods, a community park is proposed adjacent to the present city hall site. This land is presently owned by the Anaheim Union High School District; however, it is felt that with the very much needed expansion of the civic center site, the need for a community park and a more adequate site for the youth center, that acquisition of this facility by the city should be given a high priority. It is urged that a city council committee begin immediately to negotiate with the school district to see if it would be possible to transfer this property to the jurisdiction of the city for community park purposes and expansion of the civic center site.

Greenbelts

The Los Alamitos Planning Area is fortunate in having three established golf courses within its planning area and the El Dorado Park and Golf Course immediately westerly of the San Gabriel Freeway. However, there are no present greenbelts as such within the city. However, portions of excess land adjacent to the San Diego Freeway and the San Gabriel Freeway should be developed with low maintenance landscaping and maintained as green strips along these right-of-ways. The city should do everything possible to encourage beautification of its main arterials. As the gateway to the city they give the first impression of the sort of a community which the traveling public is about to enter. Besides, and perhaps more important, giving the residents of the community a feeling of pride in a beautiful street or entrance park or any other natural aesthetic feature which can improve the living environment for the area is important.

Neighborhood 9: This neighborhood, located in the Rossmoor area, is approximately two-thirds low density and one-third medium high density. It is expected to have a population of approximately 2,500 persons by 1985, 318 of which are expected to be in elementary or junior high school at that time. The Rossmoor Elementary School serves this area and it is not proposed to provide additional facilities.

Neighborhood 10: This neighborhood is composed of low density single family residential development. It is expected to have a population in the neighborhood of 4,200 persons by 1985. Two elementary schools presently are established in this area and it is not proposed that any new facilities be established. If maximum use is made of the school facilities for both educational, park and recreational use the established facilities should provide basic minimum facilities.

Neighborhood 11: Neighborhood 11 is located in the northerly portion of the Naval Air Station and can only be developed when the area is released for private development. It is anticipated that there will be 1,200 persons in this area by 1985 in the event that the area is released. Two hundred and ten (210) are expected to be of elementary and junior high school age. No school facilities are proposed, however, two neighborhood park sites are proposed in the area. One, south of Farquhar and westerly of Lexington and the other south of Katella and west of the extension of Mindora. These sites should be acquired immediately after the area becomes available for private development.

In addition to the parks and playgrounds proposed in the neighborhoods, a community park is proposed adjacent to the present city hall site. This land is presently owned by the Anaheim Union High School District; however, it is felt that with the very much needed expansion of the civic center site, the need for a community park and a more adequate site for the youth center, that acquisition of this facility by the city should be given a high priority. It is urged that a city council committee begin immediately to negotiate with the school district to see if it would be possible to transfer this property to the jurisdiction of the city for community park purposes and expansion of the civic center site.

Greenbelts

The Los Alamitos Planning Area is fortunate in having three established golf courses within its planning area and the El Dorado Park and Golf Course immediately westerly of the San Gabriel Freeway. However, there are no present greenbelts as such within the city. However, portions of excess land adjacent to the San Diego Freeway and the San Gabriel Freeway should be developed with low maintenance landscaping and maintained as green strips along these right-of-ways. The city should do everything possible to encourage beautification of its main arterials. As the gateway to the city they give the first impression of the sort of a community which the traveling public is about to enter. Besides, and perhaps more important, giving the residents of the community a feeling of pride in a beautiful street or entrance park or any other natural aesthetic feature which can improve the living environment for the area is important.

IMPLEMENTATION

The most comprehensive plan is of little value unless it can be put to work. Los Alamitos, as in the case of most cities, does not have enough income to construct all of the recreation facilities which would be desirable or needed. The most urgent of all projects needed by a community are given first priority. These include: Street construction, sewer projects and other utility installations. Schools are constructed by the school districts from funds partly derived from a wider tax base. Parks, on the other hand, seldom are considered high priority and are usually pushed to the bottom of the list in many communities, but certainly not all, when money is not too plentiful. The following sections suggest methods of purchasing and equipping sites for park use. Some of these methods are of general knowledge and are used by cities today. The best solution to the problem is most likely to be found in a combination of methods.

1. General Obligation Bonds

The issuance of General Obligation Bonds is one of the more commonly used methods of purchasing and equipping park sites. However, it is hard to convince citizens of the community to accept this obligation and the accompanying increase in taxes. General Obligation Bonds are usually issued to cover the cost incurred when constructing several parks. In this way, all of the citizens receive benefits from the total program, not just those who live near one park which might be constructed under current revenues. Neighborhoods in areas which are not benefitted by any parks would certainly oppose the bond issue.

The General Obligation Bond is a debt which the city assumes and is responsible for. Most cities are reluctant to incur a large bond indebtedness for public improvements, except in cases where the improvement is deemed urgent. It is normally felt that parks do not fall into this category.

2. Park and Recreation District

It is recommended that the City Council adopt a policy of establishing a minimum figure per capita for park and recreation purposes. Not less than $2.50 per capita is recommended. Funds in excess of operational budget needs should be committed to the acquisition fund. In this manner a program of land purchased can be pursued.

The alternative would be the creation of a Park and Recreation District, identical to the incorporated city limits, for the purpose of levying a tax to conduct the Park and Recreation Program and to acquire and develop the needed park sites.

3. General Fund

Park sites, park development and equipment can be financed on a pay-as-you-go basis out of General Funds. Usually a specified amount is set aside each year for the purpose of purchasing park sites and for their improvement. When sufficient funds have been accumulated, then the required property can be purchased. This amount is in addition to the regular park maintenance operation fund. This type of financing should be started under a Capital Improvement Program of the City. However, this is a slow process and would take many years to building up initial funds sufficient to provide even a minimum park and recreation system. A Capital Improvement

Program should specifically earmark funds for park and recreation, acquisition and development so they are not used for some other purpose. The city needs additional funds for many things, other than parks.

4. Planned Development - Open Space

Open space, although not publicly owned, may be obtained through the use of planned development provisions of the Zoning Ordinance. Developers could be encouraged to develop their residential land, with common open spaces, which could be used for both passive and active recreation. One of the peculiar problems in the Los Alamitos Planning Area is that few large parcels of residential land remain that would be suitable for such development; however, satisfactory development could occur in areas as small as three to four acres. Encouragement would be in the form of reduced area requirements and reduced improvement costs resulting therefrom within the development.

The open space could either remain in the ownership of the people living in the development or could be dedicated to the city for public use. The city should assure the proper maintenance of this open space if it remains in private ownership. City requirements should be imposed upon the planned development plan, and through approved covenants, contracts, and restrictions imposed on the land. Land that is dedicated to the city becomes public and the responsibility for maintenance and operating falls upon the city.

5. Recreation Sites in New Neighborhoods

In California, the Subdivision Map Act as amended in 1965, allows cities to require subdividers to dedicate land or pay fees for new recreation sites. The law

states in part: "The governing body of the city may adopt an ordinance requiring the dedication of land, the payment of fee included thereof, or a combination of both for park and recreational purposes as a condition to the approval of a Final Subdivision Map." In order to enforce this provision in the ordinance, the city must have adopted a General Plan containing a Park and Recreation Element.

The city is presently studying a new Subdivision Ordinance which incorporates a provision requiring the dedication of land or payment of fees as a condition to approval of any subdivision. The proposed requirement is set out in the new subdivision ordinance is as follows:

A. In subdivisions having 50 or more lots and where the land and subdivision can be properly located for public recreation facilities, in accordance with the adopted Recreation Parks Plan of the City of Los Alamitos, the subdivider shall dedicate an area for such purposes on the basis of two (2) acres for each 250 units within the subdivision to be developed.

B. When the subdivision consists of fifty lots or less, or where the subdivision exceeds fifty lots, and the land within the subdivision cannot be located in accordance with the Recreation Parks Plan adopted by the City of Los Alamitos, then the subdivider shall pay to the City of Los Alamitos, for the recreation fund, the sum of one hundred sixty ($160) dollars per dwelling unit for each dwelling unit proposed within the subdivision.

C. Where land is to be dedicated for public recreational purposes within the subdivision, as provided herein, such dedication shall not necessarily be limited to parks, as that term is defined by in law, but to such purposes which shall provide or directly contribute to public recreation, whether passive or active, as may be deemed desirable in the discretion of the city and as set forth in the requirements for the particular subdivision not later than the final consideration thereof as herein provided.

6. City-Equipped Leased Areas

The City could consider this method of providing park sites and locations at least on an interim basis. The city leases land, which is surplus, not intensively used or which could be used for multiple purposes, such as a Southern California Edison Company Right-of-Way. The city then equips and maintains the site as a public park and recreation facility. In some instances, the city could furnish and maintain equipment on school sites with a proper agreement, the benefits of the combination of a school-playground and park obtained without the high cost of separate facilities.

7. Federal Open Space Programs

Funds are available from the Federal Government in the form of Grants for the acquisition and development of open space of the Housing and Urban Development Act of 1965. Under this program, the Federal Governmnet will reimburse cities for up to 50% of cost incurred when acquiring and developing approved open space sites. The land may be either undeveloped or developed at the time of acquisition, and there is no size requirement imposed on the site. Certain requirements must be met in order for the city to be eligible for the funds, and among these are:

A. The land to be acquired and developed must be located within the "urban area".

B. There must be adequate experience of planning for the urban area, provide a basis for open space acquisition and development program.

C. There must exist, consistent with the Comprehensive Planning, an adequate open space acquisition and development program for the urban area.

D. Development funds may be obtained for the land that was acquired with the assistance from the Federal Government of the Housing and Urban Development Act of 1965.

8. State Beach, Park, Recreation and Historical Facilities Bond Act of 1964.

The State beach, park, recreational and historical facilities bond act of 1964 included a provision for grants to counties and other local governmental agencies for acquisition and development of outdoor recreation areas.

The act makes the administrator of the resources agency responsible for processing applications for grants which are to be included in a regular budget bill to be acted on by the legislature.

Criteria have been established for procedure for processing of applications.

A. General

1. Subject to priorities
2. Requires adoption of a General Plan in conformity with State development plan.
3. Does not require local contributions but will recognize local efforts to promote recreational resources.
4. Local agency must demonstrate proposals, meet requirements for people/park standards.

B. Nature Projects

1. Primarily for day use preferably within one hour auto driving time at urban population center.
2. Primarily for outdoor facilities and activities.
3. Provide more than one form of recreation.
4. Provide facilities customarily administered by a public agency rather than a private enterprise.
5. Reasonable time for development of a project necessary.
6. Shall meet a recreation demand currently existing.
7. No other funds available.

C. Land Acquisition

1. Must be more than 50 acres of land.
2. Sufficient rights to be acquired to accomplish recreation purpose.

D. Planning

1. Requires adopted General Plan for county.
2. Projects shall be included in adopted recreation element of General Plan.
3. General Plan shall comply with section 65462 California Government Code and with Title 7 of Federal Housing Act of 1961 applicable to urban areas.
4. Project shall conform to State Development Plan.

E. Expenditures

1. Projects shall have superior feasibility to all unit projects.
2. Cannot exceed County's allocation. Funds not used by 1970 revert to State Fund.
3. Expenditures limited to: Land acquisition and improvements or development of lands already owned: recreation portion of reservoir projects; legal, appraisal, planning and engineering fees and costs.
4. Cannot be used for equipment and supplies or maintenance in operation.
5. Cannot be used to acquire public land unless land is to be lost to recreational use.
6. Can only be used for project approved.
7. Must have the assurance of local agencies ability to continue operation of facility.
8. All applications from local agencies must go through the County.

F. Applications for Grants

1. Shall be filed no later than October 1, 1969.

9. Land and Conservation Fund Act of 1965

Funds are available from the federal government for the acquisition and development of recreation facilities of a regional nature. The funds allocated to a local jurisdiction must be matched by local money. Local projects in order to qualify must:

A. Include a minimum of 25 acres or a cost of a minimum of fifty thousand ($50,000) dollars.
B. Serve day-use from urban centers of population.
C. Provide for primary outdoor facilities and activities.
D. Provide for more than single recreational use or activity.
E. Provide facilities customarily administered by a public agency rather than a private agency.

10. Cost

The cost of each individual park or playground is highly variable. The amount of equipment, the cost of land, topography, landscaping, and the type of facility all influence the total cost of park and playground installations. Experience has indicated the average development cost per acre can be used as a rough guideline when estimating the total cost of several parks and playgrounds. The cost of development only, for neighborhood parks, runs about $10,000 - $12,000 per acre. For regional parks, $20,000 per acre and up. This figure, of course, is

subject to great fluctuations and could be raised or reduced sufficiently, depending upon the funds available. Land costs are also highly variable, but these are a function of the market and in each individual area any average figure would be of little value.

Following charts or pricing guides for park equipment. They will be useful in determining the cost of equipping parks and playgournds, and determining what percent of the total cost can be devoted to equip each park. The costs are average for the whole state and would have to be adjusted for the Southern California area.

PARK EQUIPMENT PRICING GUIDE

TO PROVIDE THE PARK AND RECREATION COMMISSION WITH A SET OF PRICING GUIDES THE FOLLOWING INFORMATION IS INCLUDED. THESE PRICES ARE BASED ON AMERICAN GRAND LINE OF PLAYGROUND EQUIPMENT, LONG ACKNOWLEDGED AS THE FINEST AVAILABLE.

WHETHER AMERICAN EQUIPMENT IS PURCHASED OR NOT, THE PURCHASING AGENT SHOULD SECURE QUOTATIONS FOR THE COST OF THE EQUIPMENT AND THE SHIPPING CHARGES.

BASICALLY THERE ARE ONLY TWO CRITERIA FOR JUDGING PLAY EQUIPMENT: SAFETY AND DURABILITY. THE NEED FOR SAFETY IS OBVIOUS. THE NEED FOR DURABILITY POINTS OUT THE DESIRABILITY OF ABSOLUTELY MAINTANENCE - FREE OPERATION FOR YEARS. THE IDEAL, THEREFORE, IS EQUIPMENT THAT PROVIDES FOR ITSELF AND THE CHILDREN WHO USE IT.

GOOD EQUIPMENT IS QUITE EXPENSIVE, BUT IT IS ALSO A GOOD INVESTMENT. THE FOLLOWING TABLES ARE COST ESTIMATES FOR PLAYGROUND EQUIPMENT.

WAVE STRIDE

7'-6" HIGH	8'-0" DIAMETER	$130
10'-0" HIGH	8'-0" DIAMETER	$120

OCEAN WAVE

10'-0" HIGH	16'-0" DIAMETER	$330

GIANT STRIDE

9'-0" HIGH	6 POSITIONS	HEAVY DUTY	$140
12'-0" HIGH	8 POSITIONS	STANDARD DUTY	$130
12'-0" HIGH	6 POSITIONS	STANDARD DUTY	$130
10'-0" HIGH	6 POSITIONS	STANDARD DUTY	$105

HORIZONTAL LADDER

8'-0" HIGH	8'-0" LONG	SINGLE LADDER	$80
12'-0" HIGH	12'-0" LONG	SINGLE LADDER WITH END LADDER	$90
7'-6" HIGH	18'-0" LONG	SINGLE LADDER WITH END LADDER	$105
8'-0" HIGH	12'-0" LONG	DOUBLE LADDER	$120

HORIZONTAL BAR AND BAR UNITS

HEAVY DUTY	TRIPLE BAR	5'-0", 6'-0" & 8'-0" HEIGHTS 3'-0" BARS	$80
HEAVY DUTY	TRIPLE BAR	5'-0", 6'-0" & 8'-0" HEIGHTS 4'-6" BARS	$70
STANDARD DUTY	TRIPLE BAR	4'-0", 5'-0" & 7'-0" HEIGHTS 4'-0" BARS	$75
HEAVY DUTY	SINGLE BAR	3'-0" TO 7'-0" ADJUSTABLE 3" INCRIMENTS	$70
HEAVY DUTY	SINGLE BAR	3'-0" TO 7'-0" ADJUSTABLE CONTINUOUSLY	$70

PICNIC TABLES

TUBULAR STEEL FRAME, WOODEN SEATS & TOP

STATIONARY	ACCOMODATES 12 PERSONS	8'-0" LONG	$90
PORTABLE	ACCOMODATES 12 PERSONS	8'-0" LONG	$100

PARK BENCH

TUBULAR STEEL FRAME, WOODEN SEATS & BACK

4'-0" LONG	$35
5'-0" LONG	$45
6'-0" LONG	$50

PICNIC GRILLS

STATIONARY	24"x 23½" GRILL AREA	$55
PORTABLE	24"x 23½" GRILL AREA	$55

BICYCLE RACKS

SINGLE SIDED	$[illegible] PER LINEAL FOOT
DOUBLE SIDED	$[illegible] PER LINEAL FOOT

SPECIAL EQUIPMENT

FREE FORM PLAY EQUIPMENT:

THE PLAYGROUND CORPORATION OF AMERICA, NEW YORK, HAS DEVELOPED A SYSTEM OF ABSTRACT PLAY OBJECTS. THESE ITEMS ARE OF CONCRETE AND/OR STEEL AND PROVIDE A BACKGROUND FOR HIGHLY IMAGINATIVE FREE PLAY. P.C.A. EQUIPMENT IS TYPICAL OF THAT ON THE MARKET TO-DAY, AND SOME OF THEIR PRICES ARE QUOTED HERE TO GIVE SOME IDEA OF COSTS.

STEEL LETTERS - APPROXIMATELY 3'-0" HIGH

I & J	$60 TO $70	"PLAY ON WORDS"
C & P	$70 TO $80	
F & T	$80 TO $90	
A-D-G-L-O-R-U-V-Y-Z	$90 TO $100	
E & S	$100 TO $110	
N & X	$110 TO $120	
K	$120 TO $130	
H	$130 TO $140	
M	$140 TO $150	
W	$180 TO $190	

CONCRETE "Y"s AND MUSHROOMS OF VARIOUS HEIGHTS 3' TO 5'

	"MAGIC FORESTS"
ONE GROUP AT $450.00	
ONE GROUP AT $600.00	
THREE GROUPS AT $900.00 TO $1000.00	
ONE GROUP AT $1,900.00	

HEXAGONAL BLOCKS

	"POLY BLOCKS"
ABOUT 15" HIGH	
6 BLOCK COMBINATION	$130.00
9 BLOCK COMBINATION	$195.00 TO $210.00
10 BLOCK COMBINATION	$375.00
23 BLOCK COMBINATION	$550.00
50 BLOCK COMBINATION	$1,150.00

NET OF DOGBONE SHAPED IRON LINKS

CIRCULAR	SMALL AND LOW (1'-0")	$390.00 "NETWORKS"
CIRCULAR	MEDIUM AND HIGH (3'-0")	$575.00
TUBULAR	6'-0" LONG	$395.00
HEMISPHERICAL		$1025.00
OTHER CONFIGURATIONS		$650.00 TO $1,300.00

PLATES, LADDERS AND CONCRETE "Y" COMBINATIONS "PLAY SHELL-TERS"

STEEL HEMISPHERE, 20"-4" HOLE IN SURFACE (3'-0" & 5'-0")	$450.00
18" DIAMETER RINGS 12" APART, 1 TO 4 UNITS HIGH	$330.00
4 VERTICAL OVAL FORMS WITH LADDERS INSIDE	$300.00
COMBINATION OF STEEL HEMISPHERES, VERTICAL OVAL FORMS AND CONCRETE "Y"s	$1200.00

ALL P.C.A. EQUIPMENT PRICES INCLUDE SHIPPING.

ONE INCH THICK RUBBER PLAYGROUND CUSHION $1.75 SQ. FT.

FOR AN UNUSUAL PLAY GROUND SOME MANUFACTURERS PROVIDE COLORFULL FIBERGLASS AND ENAMELED STEEL MEMBERS AND FIXTURES FOR THEIR LINES. SOME TYPICAL EQUIPMENT WOULD INCLUDE:

DONALD DUCK SWING SEAT	$35.00
SADDLE SEAT FOR SWING GLIDER	$45.00
COLORED BELT TYPE SEAT	$6.00
COLORED PLEXIGLASS NURSERY SEATS	$14.00

PLAYING COURTS & FIELDS*

PER TENNIS COURT INCLUDING NET	
BASKETBALL COURT (DEPENDING ON BACKSTOP STYLE)	
VOLLEYBALL COURT	
SHUFFLE BOARD	
BADMINTON	
HORSESHOES	
MULTI-PURPOSE PAVED AREAS	
TETHERBALL POLES	$35.00
POLEGOAL POLES	$30.00

* THESE ESTIMATES INCLUDE PAVING AT $1.00 PER SQ. FT. IN PLACE, STRIPING AT .07 PER LINEAL FOOT IN PLACE, AND ALL POLES & NETS INCLUDING INSTALLATION

FENCES AND BACKSTOPS

USE	HEIGHT	PRICE (IN FT)*	GATE (LIN. FT)**
AROUND PLAYGROUNDS	4'	$2.00	$30.00
PARK PERIMETER	6'	$2.50	$10.00
TENNIS COURTS	10' OR 12'	$6.00	$10.00

*ADD $1.00 PER LINEAL FOOT FOR RUSTIC

**ADD $5.00 PER LINEAL FOOT FOR ROLLER GATES

STANDARD 4' WIDE 7'-0" HIGH ON COURTS.

BACKSTOPS VARY FROM SIMPLE INSTALLATIONS AT $1,000 TO $5,000 TO COMPLETE HARDBALL STADIUM INSTALLATIONS AT $15,000 AND UPWARDS.

THE ABOVE FIGURES ARE FOR HIGHEST SPECIFICATION CHAIN LINK FENCE, INSTALLED.

SWING SETS

FRAME HEIGHT	DUTY	2 SEATS	3 SEATS	4 SEATS	6 SEATS	8 SEATS	9 SEATS
10'	STANDARD	$90	-	$195 *	-	-	-
10'	HEAVY	$110	-	$170	$230	$285	-
10'	EXTRA HEAVY	-	$175	-	$285	-	$410
12'	STANDARD	$90	-	-	-	-	-
12'	HEAVY	$120	-	$190	$250	$310	-
12'	EXTRA HEAVY	-	$185	-	$320	-	$435
14'	STANDARD	$100	-	-	-	-	-
14'	HEAVY	$125	-	$205	$265	$320	-
14'	EXTRA HEAVY	-	$195	-	$340	-	$445

THE FRAME IS THE TOP MEMBER FROM WHICH SWINGS ARE HUNG.

*KINDERGARTEN CHAIR TYPE SEATS.

PRICES ARE WITH 8"x20" WOOD SEAT, RUBBER SEATS ADD $3.00 PER SEAT, BELT SEATS ADD $2.00 PER SEAT TO THE TOTAL COST.

COMBINATION SETS

	DUTY	4 UNIT	5 UNIT	6 UNIT	7 UNIT	8 UNIT	10 UNIT
WITHOUT SEE-SAW OR SLIDE	STANDARD	$150	-	-	-	$390	-
	HEAVY	$150	-	$360	$420	$385	$390
	EXTRA HEAVY	-	-	-	-	-	$470
WITH SEE-SAW AND SLIDE	STANDARD	-	$305	$220	-	-	-
	HEAVY	$320	$165	$360	$420	-	$380
	EXTRA HEAVY	-	-	-	-	-	-

COMBINATION UNITS INCLUDE COMBINATIONS OF THE FOLLOWING:

CLIMBING LADDERS
HORIZONTAL BARS
TRAPEZES
FLYING RINGS
SWINGS
SEE-SAWS
SLIDES
POLES

UNITS EQUIPPED WITH SEE-SAWS ARE FOR YOUNGER CHILDREN.

SEE-SAWS

TYPE	1 BOARD	2 BOARD	3 BOARD	4 BOARD	6 BOARD
PORTABLE *	$35	$85	-	-	-
STANDARD CONSTRUCTION	-	$70	-	$125	$180
HEAVY CONSTRUCTION	-	-	$135	$175	$245

TEN FOOT BOARDS ARE STANDARD - FOR UPRIGHTS FIVE INCHES HIGHER AND TWELVE FOOT BOARDS, ADD $6.00 PER BOARD.

* INSTALLATION REQUIRES NO MATERIALS - ASSEMBLY TIME ONLY.

PARALLEL BAR

HEAVY DUTY	10'-0" LONG	4'-0" HIGH	$95

MERRY-GO-ROUNDS

STANDARD DUTY, HEXAGONAL SEAT BOARDS	$190
STANDARD DUTY, ROUNDED SEAT BOARDS	$210
HEAVY DUTY, HEXAGONAL PLATFORM	$245
HEAVY DUTY, CIRCULAR PLATFORM	$275
EXTRA HEAVY DUTY, CIRCULAR PLATFORM	$370

TEN FEET IN DIAMETER

JUNGLE GYMS

LEVELS	AGE GROUP	HEIGHT	DIAMETER OR LENGTH-WIDTH	PRICE
5	6 & Older	9'-9"	8'-8"	$235
4	To 6	7'-9"	9'-8"	$190
4	To 10	7'-9"	11'-0"	$165
4	To 6	7'-0"	11'-0"	$180
4	To 6	7'-0"	5'-0"	$85
4	To 6	7'-0"	5'-0" Portable	$100
5	10 & Older	10-0"	13'-0"x8'-9"	$460

SLIDES

SINGLE	STATIONARY	STRAIGHT CHUTE	CHUTE LENGTH	PLATFORM HEIGHT	GALVANIZED CHUTE	STAINLESS CHUTE
			8'	4'	$135	$160
			10'	5'	$150	$180
			12'	6'	$170	$200
			16'	8'	$200	$245
			20'	10'	$270	$330
			30'	15'	$385	$470
SINGLE	STATIONARY	WAVE CHUTE	16'	8'	$210	$250
			20'	10'	$290	$345
			30'	15'	$450	$535
SINGLE	PORTABLE	STRAIGHT CHUTE	8'	4'	$145	$180
			10'	5'	$165	$190
			12'	6'	$280	$210
			15'	8'	$225	$265
SINGLE	PORTABLE	WAVE CHUTE	16'	8'	$235	$270
DOUBLE	PORTABLE	BOTH STRAIGHT	16'	8'	$405	$495
		BOTH WAVE	16'	8'	$425	$515
		ONE OF EACH	16'	8'	$415	$505
DOUBLE	STATIONARY	BOTH STRAIGHT	20'	10'	$485	$600
		BOTH WAVE	20'	10'	$515	$620
		ONE OF EACH	20'	10'	$500	$610
		BOTH STRAIGHT	30'	15'	$770	$940
		BOTH WAVE	30'	15'	$820	$980
		ONE OF EACH	30'	15'	$795	$960

MAKING THE PLAN WORK

The Recreation and Park Plan, as with other elements of the General Plan, should be studied by the public and private agencies interested and schools and recreation in the planning area. This includes the City Council, school administration and the city administrative staff.

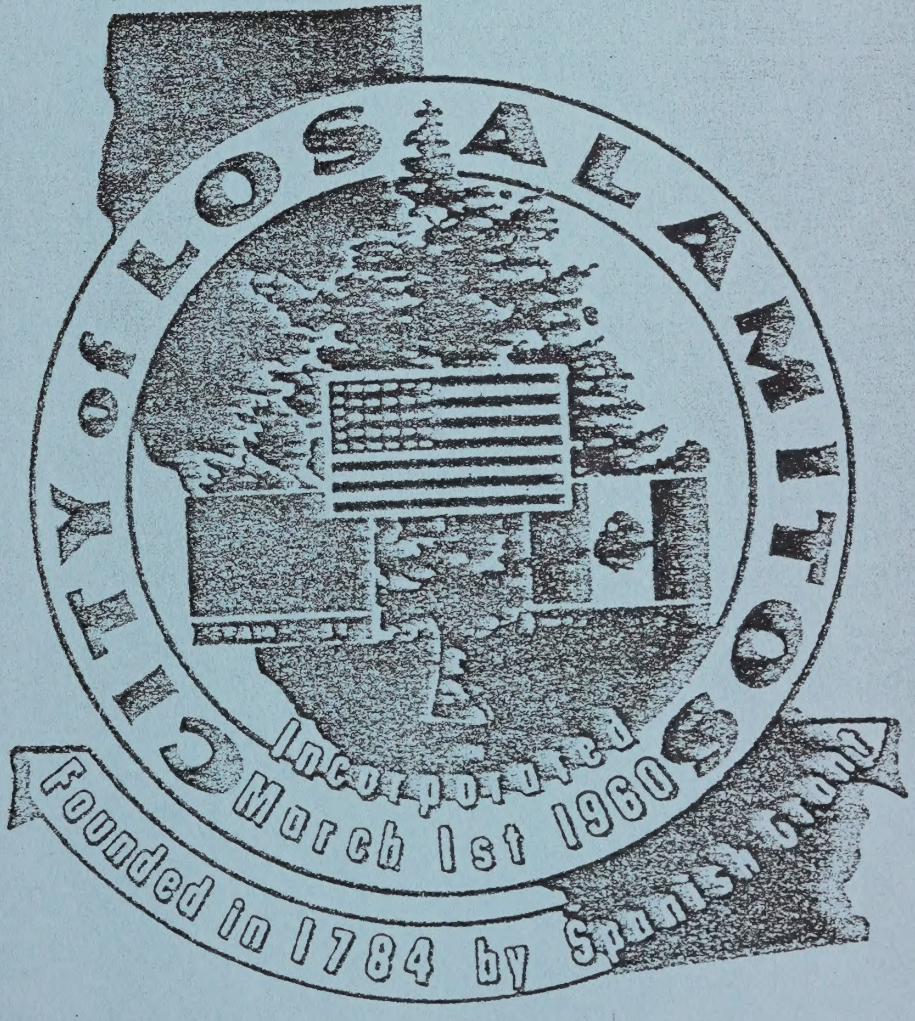
The new proposal and modifications which result from these discussions should be presented in one public hearing before the City Council acting as Planning Commission and Council. The final plan should be adopted by resolution as the Recreation and Park element of the General Plan of the City of Los Alamitos. In this way the plan becomes the stated policy for the development of the various park and recreation facilities which will be required for the future of the City. Becomes the general guide for the future.

Once adopted, the plan, along with the other elements, should be reviewed every year to see if it is actually helping the community reach the recreation goals which has been set out.

The plan will be partially implemented by the subdivision regulations, which should make allowances for new types of land uses and encourage imagination on the part of the developers to create open areas, and by the Capital Improvement Plan, which will set up the priority for acquisition and improvement according to the financial capability of the city to develop public improvement projects as needed.

Parks & Open Space Element

GENERAL PLAN



OPEN SPACE ELEMENT

GENERAL PLAN

CITY OF LOS ALAMITOS

(Parks & Recreation Master Plan)

Adopted Los Alamitos Planning Commission Resolution #11-74 5-6-74

Adopted Los Alamitos City Council Resolution 663 5-29-74

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INTRODUCTION

The City of Los Alamitos is located southerly of Los Angeles in the northwest corner of Orange County. The City is a part of the Los Angeles-Orange County metropolitan area. Los Alamitos was incorporated in March, 1960 in order to better provide the community services needed in the growing area. As the population of Los Alamitos grew and open spaces within the area gradually disappeared, the demand for recreational and park space became apparent, and thus, the Parks and Recreation Commission was established in 1968.

With available undeveloped land disappearing quickly within the City boundaries and the needs for recreation areas already apparent, the Parks and Recreation Commission faced the situation with the completion of a master plan for recreation facilities, and took a major step in building a better recreational environment for the City of Los Alamitos. This updated plan reviews progress to date and proposes future directions for this City. This plan is prepared in compliance with the requirements of the State of California.

The methodology employed in the preparation of this master plan for open space and recreation facilities for the planning area has been a three step process: first, research and analysis of the existing recreational climate serving the City; second, evaluation of needs and establishment of criteria and guidelines for development of a blanaced recreational system for the residents of the area; and, three, the proposed location and characteristics of recreation facilities throughout the area to serve the physical and psychological needs of the community.

The present population of the City of Los Alamitos is approximately 12,500 people. The total population of the service area is approximately 30,000 people with an anticipated population in the service area of approximately 50,000 by 1985.

GOALS AND OBJECTIVES

1. To continue providing the guidelines through which a balanced system of recreational facilities and park and open space areas will be developed within the Los Alamitos recreational service area.

2. To maintain the principles and standards necessary for the development of future facilities answering the needs of the community.

3. To continue to establish the type and approximate location of the recreation facilities needed throughout the community.

4. To maintain a "priority list" for project development and present a phasing plan to the City for implementation for the program.

STUDY CONTENT

RESEARCH AND ANALYSIS OF EXISTING FACILITIES

PARK FACILITIES

RECREATION FACILITIES

RECREATION FACILITIES IN PLANNING AREA

Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
Type of Facility	Existing	Description	Size	Proposed
Play Lot Tot Lot	Parks: Labourdette Soroptimist Stansbury Sterns	Small area for imaginative and creative play In some cases, may be used as an "urban open space" within the City	1/4 - 2 acres	New Dutch Haven Park Civic Center- Youth Center Park
Neighborhood Park-Open Space Area	Parks: (Schools) Hopkinson Jefferson Lee Los Al Elem. Los Al H.S. Oak Jr. H.S. Pine Jr. H.S. Rossmoor Rush Weaver Wilson Site	Recreation area for all age groups; children & family groups. Provides for active and passive areas. Good, if adjacent school site. Generally has a small recreation building.	2 - 15 acres	Kempton Triangle Stansbury (Phase II) Schools: Hopkinson Jefferson Lee L. A. High School Pine Jr. H.S. Rossmoor Rush Weaver Adams & Wilson Sites School Parks: Los Al Elementary Los Al High School Oak Junior High
Community Center Park	NAS Ball Fields & related recreational facilities	Recreation area serving the community of Los Alamitos. Active and passive areas serving family groups, organized groups and individuals of all ages. Has a Community Center Building for arts & crafts, meetings, etc.	10 - 30 acres	NAS Peripheral St. Hedwig Baseball & Recreational Area

Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
Type of Facility	Existing	Description	Size	Proposed
City-wide recreation park	El Dorado Park Long Beach	Serves large area (more than one city), providing a wide variety of recreation facilities	50 acres plus	NAS Peripheral Development
Special use facility	1. El Dorado Golf Course 2. Los Alamitos Golf Course 3. Old Ranch Golf Course 4. NAS Golf Course 5. L.A. Race Track 6. Brunswick Bowling Alley 7. Los Alamitos Youth Center 8. Community Center Building 9. Rossmoor Theatre 10. Rossmoor/L.A. Library	Space for single activity of special interest	Varies	Not needed
Regional recreation facility (regional parks)	1. Mile Square Regional Park 2. O'Neal Park 3. University Park 4. Beach Areas	Serves major portion of metropolitan area. Provides variety of recreation facilities to all	100 acres plus	Not needed

To provide the basic criteria for the continued development of sites for recreational purposes, a series of principles has been established within this master plan text. Within these guidelines, the basic concept for a particular facility may be developed so as to fit within and become a part of the total recreation system.

Standards have been indicated so as to provide the tools with which to evaluate the specifics of each individual project. With these principles and standards clearly defined, the City Council, upon the recommendation of the Parks and Recreation Commission, can make value judgments concerning the acquisition and development of recreation sites and facilities in the future.

ANALYSIS OF PRIVATE FACILITIES

Facilities and services provided by private agencies, institutions and commercial recreation enterprises to meet leisure needs of the population have been carefully evaluated in conjunction with plans for new recreation parks and facilities, so that a proper relationship between private and public facilities is being established and duplication avoided. The golf courses, theater and bowling alley are major private facilities serving Los Alamitos.

The major responsibility for providing areas and facilities for leisure appears to rest on the City of Los Alamitos. Since it appears to incorporate a comprehensive plan with other public and private agencies, such as the local school districts, supported by all taxpayers, it is obligated to serve everyone.

Coordination between the City and private agencies that serve everyone is necessary, if facilities of both types of agencies are to benefit citizens to the maximum extent possible. A prime example is a current agreement between the City and the Los Altos YMCA for joint programming in the community.

Commercial recreation enterprises, such as theaters, bowling alleys, etc., meet some of the leisure needs of the people. Likewise, recreation facilities provided by industrial and retail concerns for the use of their own employees, meet the needs of a certain number. The City, therefore, must continue to ascertain the extent of the unmet need and provide recreation areas and facilities accordingly.

STUDY CONTENT

EVALUATION OF NEEDS AND ESTABLISHMENT

OF

PRINCIPLES/STANDARDS CLEARLY DEFINED

USABLE PUBLIC RECREATION SPACE

Site	Acres of Turf Area	Paved Court Area	Basket-ball Courts	Base-ball Diamonds	Foot-ball Fields	Track	Tennis Courts	Volleyball Courts
Schools:								
Hopkinson	6.0	2.0	2					
Jefferson	4.0	1.5	2					
Lee	5.0	1.4	4					
Los Alamitos Elementary	8.0	1.6	2					
Los Alamitos High School	23.0	5.0	17	Yes	Yes	Yes	8	
Oak	14.5		12	Yes	Yes	Yes	6	12
Pine	9.5	5.07	15	Yes	Yes	Yes	6	12
Rossmoor	6.0	1.6	2					
Rush	4.0	1.9	2					
St. Hedwig	3.0	2.5						
Weaver	4.0	.6	2					
Other:								
Los Alamitos Naval Air Stn.	10.0			Yes			6	
Los Alamitos School Dist. Admin. "Tot Lot"	.8							
Los Alamitos Youth Center		.5						2

NOTE: All schools have play apparatus or gymnastic equipment.
Los Alamitos High School has a swimming pool facility that is serving a joint use.

RECOMMENDATIONS FOR FACILITIES DEVELOPMENT

FOR THE

CITY OF LOS ALAMITOS

1. Acquisition of land for park or recreation facilities should continue in order to hold costs lower, taking advantage of the various methods of financing.

2. Maintain a common philosophy and working relationship with the Anaheim Union High School District and the Los Alamitos School District in order to expand joint use of facilities and supervision responsibilities.

3. Expand citizen involvement in systems implementation.

4. Continue to evaluate each project with regard to the pirnciples, standards and goals as established here.

5. Re-evaluate the park and recreation program annually to ascertain its directions and to determine if basic needs are being fulfilled for the City of Los Alamitos.

The process of implementing a system of park and recreation facilities throughout the City of Los Alamitos must follow a logical approach, if it is to truly serve the needs of the area, neighborhood, community or city.

In continuing this task, a series of principles and a system of measures or standards need to be maintained in order to assure that decisions concerning particular facilities will be consistent with the entire program and fit within the broad concept guiding the development of the entire recreational system.

Principles being followed include:

(1) determining the general approach to selection and location of various types of recreation parks and facilities;

(2) establishing the relationship of one site to another in the total complex of recreation areas;

(3) establishing the relationship of the entire recreational system to other physical elements of the city and urban area; and,

(4) instituting an orderly procedure for planning priority of future development of the public recreation system.

A set of standards to measure the quality or adequacy of particular recreational areas is being followed to set forth concrete guidelines, flexible enough to allow imaginative design, but detailed enough to control development of a facility as to what size it should be, what facilities it should include, and how large an area it should serve.

Certain assumptions have been made in estimating the population

of each neighborhood based on the existing and planned land use. The City of Los Alamitos has, to its advantage, the fact that population tends to be concentrated within various areas and types of dwellings; the western portion being mainly single family residential dwellings; to the north and east, areas of higher density are found -- one adjacent to Katella Avenue, and the other near the City Hall and junior high school. If these areas were mixed with other land uses such as industrial or concentrated commercial, planned recreation facilities would be less efficient.

The present average of 3.61 persons per dwelling unit in Los Alamitos is expected to decline in future years, to a normal average in the state of California of 2.86 persons per dwelling unit.

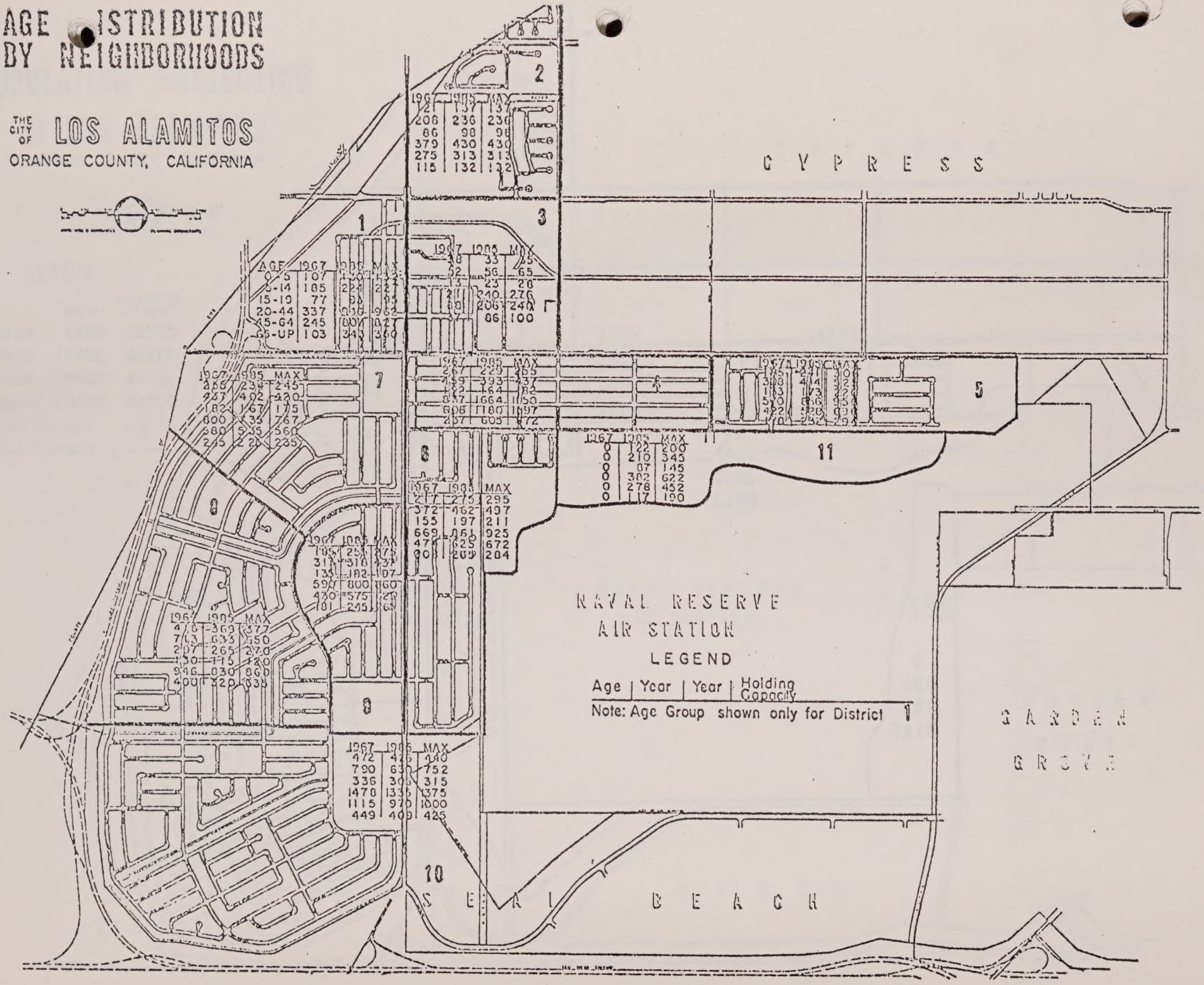
The map on the following page indicates the age group distribution within the defined neighborhoods throughout the city, both existing and projected to ultimate holding capacity in 1985. The division of age groups is: 0-5; 5-14; 15-19; 20-44; 45-59; 65 and up.

These factors are of obvious importance in continuing to plan the type of facility needed in various areas, if long range recreation needs are to be served adequately.

Los Alamitos is a "young" city. The average age is 24.5 years as compared with the state average of 30.8. Thirty-nine point one tenth per cent (39.1%) of the population is below the age of 18 years. Twenty-five per cent (25%) of the population is of school age, while only six point four per cent (6.4%) of the population is over 65 years of age.

AGE DISTRIBUTION BY NEIGHBORHOODS

THE CITY OF **LOS ALAMITOS**
ORANGE COUNTY, CALIFORNIA





POPULATION PROJECTION

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA



LEGEND

	CITY	PLANNING AREA
1967	9689	22250
1970	14700	26375
1985	19400	30415
Holding Capacity	25600	34500

Neighborhood Number 6

Neighborhood Boundary ——



RECREATION AREA BY NEIGHBORHOODS (EXISTING AND PROPOSED)

NEIGHBORHOOD	EXISTING PARKS & RECREATION AREA	PROPOSED PARK RECREATION AREA	EXISTING USABLE SCHOOL AREA FOR RECREATION SPACE	TOTAL POSSIBLE PARK AND RECREATION SPACE
1	Community Center Building	1.5 ac	14.5 ac	Proposed Youth Center 16.0 ac
2	.5 ac	1.2 ac	33.5 ac	35.2 ac
3	.5 ac	12.5 ac	38.6 ac	51.6 ac
4	1.5 ac	30.0 ac	None	31.5 ac
5	None	31.0 ac	None	31.0 ac
6	None	21.5 ac	(8 ac private)	29.5 ac
7	10.0 ac	None	(6.4 Neighborhood 8)	16.4 ac
8	None	None	6.4 ac	6.4 ac
9	None	None	6.0 ac	6.0 ac
10	None	None	13.9 ac	13.9 ac
11	6.0 (Ball Diamonds)	50.0 ac	None	56.0 ac
TOTAL	18.5 ac	147.7 ac	127.3 ac (Public)	293.5 (Public)

Total recreation acreage, if school and park facilities are used jointly. Add golf courses adjoining city to this total figure.

STUDY CONTENT

PROPOSED LOCATIONS AND CHARACTERISTICS

OF

RECREATION FACILITIES

NEIGHBORHOOD 1

By 1985, the population of this neighborhood will reach about 2,558 persons. It is estimated that about 350 children of elementary school age will live here, and about 125 children of junior high level. This neighborhood presently has a junior high school in close proximity to all housing units in the neighborhood. It is proposed that plans for a community center park and youth center/recreation center be located in this area adjacent to the City Hall complex and existing Community Center, serving the City's need for this type of facility. The recreation needs of Neighborhood will be served by the Community Center park and by a proposed "urban open space" in the central portion of the high density residential area. Design criteria for the Community Center should follow the standard as set forth in this report, and should be aimed at a vehicular access use area. The basic design criteria for the urban open space should allow for passive seating areas for adult use, as the majority of the population in the area is in the 20-60 age group. (A small portion of space should be allotted for child play areas under parental supervision. The total size should be approximately 2 city lots at 100 x 100 or 10,000 sq.ft.)

NEIGHBORHOOD 2

This neighborhood is planned primarily for a low density area. The population of this neighborhood will probably reach 1,550 persons by 1985. There will be about 190 children of elementary school age by 1985 and approximately 65 of junior high school age. It is necessary to utilize

a school-playground at Jefferson Elementary School and the recreational facilities at Los Alamitos High School for the general community.

NEIGHBORHOOD 3

Neighborhood 3, situated northeasterly of Los Alamitos Boulevard and Katella Avenue, will be primarily a business, industrial and office area. However, it is expected to have a population of approximately 650 persons by 1985. There will be about 90 children of elementary school age and approximately 30 children of junior high school age by 1985. The "tot lot" facility recently completed on Pine Street will be sufficient for this area to take care of the younger children. The people living in this neighborhood could well be served by Los Alamitos and Pine Junior High School recreation facilities. The development of park area and open space on Pine Street, adjacent to the new Los Alamitos Plaza, will assist in developing necessary open space in this area.

NEIGHBORHOOD 4

Located east of Los Alamitos Boulevard and south of Katella Avenue, Neighborhood 4 is an area proposed for high and medium high density development. It is expected to have a population of approximately 4,500 persons by 1985. Approximately 460 of these will be elementary and junior high school age in 1985. Sterns Park and the A. J. Labourdette Park begin to answer some of the needs of the future.

If it becomes possible in the future, a neighborhood park of minimum facilities should be developed on the periphery of the Naval Air

Station. The older age group predominates in the area of medium high density, and the facility should reflect this.

NEIGHBORHOOD 5

This neighborhood, located east of Lexington Drive, is proposed for low density residential development, primarily, with some high density proposed north of Green Street, and a neighborhood commercial area proposed on both sides of Siboney Street. It is estimated that the area will have a population of 2,370 persons with an anticipated 331 elementary school children and approximately 120 junior high school children in the area by 1985. There is neither a school nor park in the area at present, although one is needed. This study considers the proposed construction of a park in the vicinity of the new "Dutch Haven" tract, as well as a full neighborhood recreation center on the periphery of the Los Alamitos Naval Air Station.

NEIGHBORHOOD 6

Neighborhood 6 is a low density single family development, located south of Orangewood. It is estimated that the population in this neighborhood will reach 2,700 with an expected 275 elementary school children and 135 junior high school children in this area by 1985. St. Hedwig Parochial School presently serves this area. There are no other school or recreation facilities in the neighborhood. It is proposed that a neighborhood park be established on Navy land adjacent to this neighborhood at such time as it may become available, and that the small neighborhood

park under negotiation be established in the 1.7 acre triangle southerly of Kempton.

NEIGHBORHOOD 7

Neighborhood 7 is located in the Rossmoor area. It is expected that the population in this area will remain close to the present population of approximately 2,500 persons, with an anticipated 340 elementary school children and 120 junior high school children in this neighborhood by 1985. As stated previously, the school facilities in this area should also be used for both park and recreation facilities, as well as their normal function as an education institution. This area would complement the facilities of the Rossmoor Elementary School.

NEIGHBORHOOD 8

Neighborhood 8, also located in the Rossmoor area, will have a population of approximately 3,700 in 1985. There will be approximately 630 children of elementary and junior high school age in the area by this time.

NEIGHBORHOOD 9

This neighborhood, located in the Rossmoor area, is approximately two-thirds low density and one-third medium high density. It is expected to have a population of approximately 2,500 persons by 1985, 318 of which are expected to be in elementary or junior high school at that time. The Rossmoor Elementary School serves this area and the proposed neighborhood facility would also serve the needs.

NEIGHBORHOOD 10

This neighborhood is composed of low density single family residential development. It is expected to have a population in the neighborhood of 4,200 persons by 1985. Two elementary schools presently are established in this area, and it is not proposed that any new facilities be established. If maximum use is made of the school facilities for both educational, park and recreational use, the established facilities will provide basic minimum facilities; and, with the inclusion of a neighborhood park at Wilson School Site, recreational/open space needs will be met. Portions of the school facilities should be made to appear more park-like in atmosphere.

Neighborhoods 7, 8, 9 and 10 are all closely related in their general character, and school facilities are provided in each. With an estimated total population of approximately 12,000, there is a need for a neighborhood facility. Active sports can be provided at the school facilities, but basic park activity needs to be considered. Portions of the school sites in these areas should also be made to appear more park-like.

NEIGHBORHOOD 11

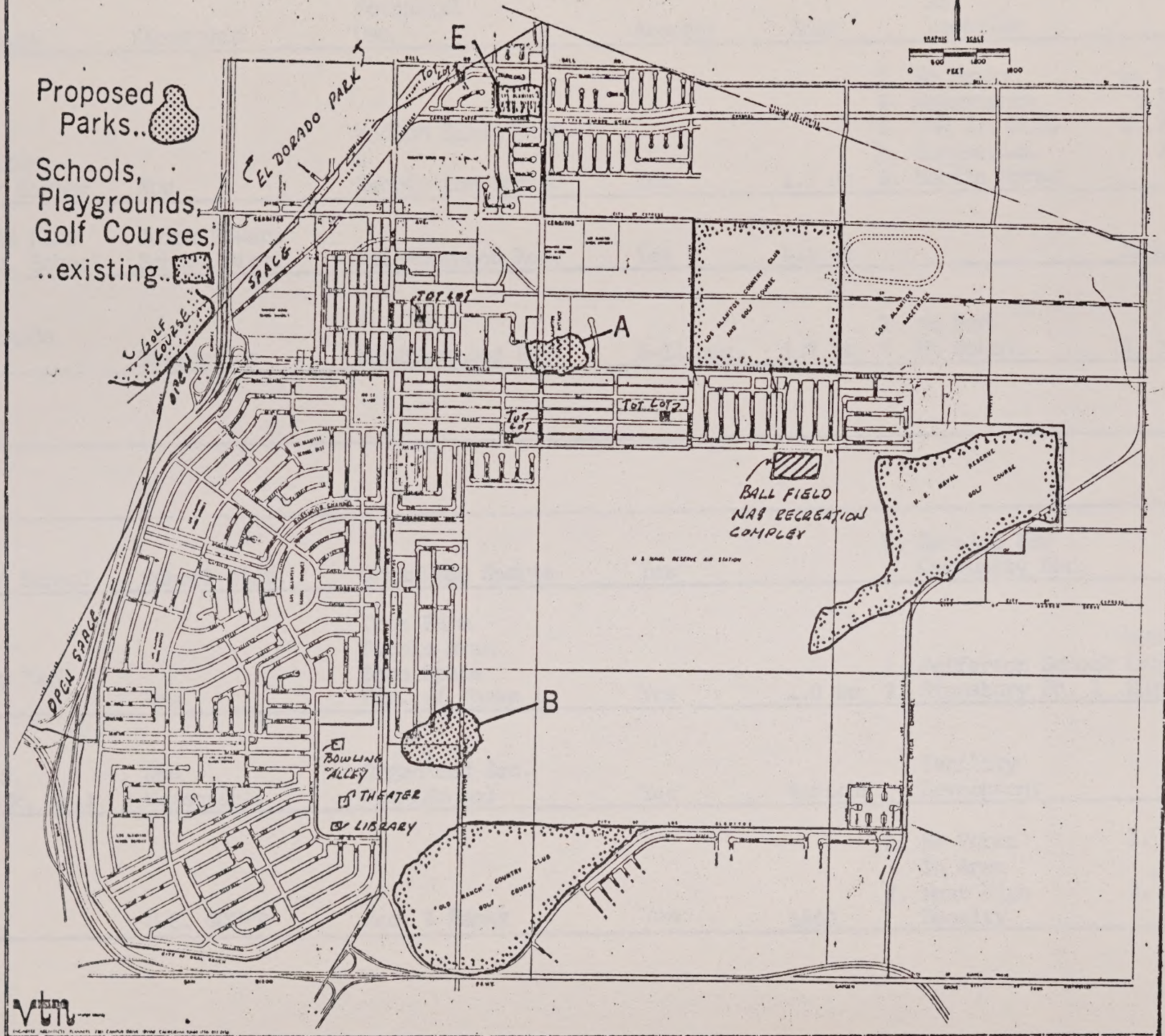
Neighborhood 11 is located in the north portion of the Los Alamitos Naval Air Station and includes 202 units for military housing. Recreation facilities will be provided by the Navy for its personnel and dependents in this area. The Navy has been apprised of the needs within its jurisdiction; and of the goals of the Los Alamitos recreation service area. Some joint use of facilities is now in progress.

In view of the fact that the future uncertainty of Los Alamitos Naval Air Station precludes specific planning, it is recommended that peripheral acreage in and around this facility be utilized for both park and recreational purposes. If military facilities remain within the major structure of the Air Station, agreements for joint usage of existing recreational facilities should be encouraged. The Los Alamitos Naval Air Station comprises approximately 50% of the City's total land resources and is, therefore, significant in terms of the City's long range recreational programs. However, until more information is available concerning the eventual plans for the facility, it is unrealistic to develop specific park proposals for this area

EXHIBIT 'A'

LOS ALAMITOS

PARKS AND RECREATION PLAN





Name of Site	Ownership	Potential Use	Access?	Size	Need At Location	Other
Youth Center - Community Center	Now	Medium Sized Park & Recreation Center	Yes	1.7 ac.	1. No Parks 2. Apartments 3. Oak Jr. H.S. 4. Commercial 5. Mobile Homes	1. Federal Revenue Sharing Funds 2. H.S. District Funds
A. Bloomfield Park L.A. Elem. School	Joint Powers School Dist.	Neighborhood Rec.	Yes	4.5 ac		Major Road Access
B. So. Highlands Park	Litigation	Neighborhood Rec.	6-11 mos.	1.7 ac	1. No Park 2. No School	1. St. Hedwig's
E. Jefferson School	School Dist.	Organized Sports	Yes		1. Develop For Community Rec.	
Stansbury Park Phase II	Now	Tree Farm Picnic Area Open Space Ext. of Phase 1	Yes	1.0 ac	1. Jefferson School 2. Stansbury Ph. 1	MWD Year-To-Year Lease; But LAFC Surrounds
Other H.S. (Pine, Oak, Sr.)	Now Negotiable	Organized Rec. Park/School	Yes	Various	Facility Deveopment	
NAS	U.S. GOV'T	Rec. & Parks	Yes	1500	1. No Parks In Area 2. Near High Density	1. Better Use Of Existing Fac. 2. Bike Trails On Periphery

HOUSING ELEMENT

CITY OF LOS ALAMITOS

APRIL 1976

Prepared by

KENNARD, DELAHOUSIE AND GAULT

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DECEMBER 1975

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April 21, 1976

Mayor Phillip E. Cox
Members of the City Council
City of Los Alamitos

This Housing Element, is presented pursuant to Section 65302 of the California State Government Code and Section 3704 of the Health and Safety Code. The scope of the project, as recognized by the City of Los Alamitos and Kennard, Delahousie and Gault, is contained in the program proposal submitted by KDG and dated August 11, 1975.

Extensive use was made of existing reports and information relevant to the needs of the study. Special recognition should be given to those persons who assisted in the compilation of the data contained within the report and in particular, Mr. Michael A. Graziano, City Manager and his staff.

The firm of Kennard, Delahousie and Gault is pleased to submit this document to the City and is hopeful of a continued professional relationship with the City of Los Alamitos.

Clinton F. Rosemond
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5605 W. Washington Blvd.
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I. INTRODUCTION

Statement of Purpose

The Housing Element of the General Plan is one of nine mandated elements under California State Law. The Housing Element is specifically designed to address problems, opportunities, needs and dynamics that exist in the community relative to the subject of housing.

This document is intended to fulfill the requirements of the legislative mandate and to serve the more practical purposes of the city of Los Alamitos by providing a basis for detailed and specific, action-oriented programs over succeeding years. Therefore, the Housing Element is a resource document that can and should be used in a variety of ways in support of community improvement, and a programmatic document with respect to its specific recommendations.

The Housing Element should become a primary source of information for Community Development Block Grant Applications and component Housing Assistance Plans in the future. A considerable portion of the data and information contained in the Housing Element has been refined and updated from existing sources to present the current status of housing in the city.

Methodology

To develop the Housing Element as a working document for the city of Los Alamitos, several tasks have been accomplished.

To facilitate the analysis of housing needs and the formulation of housing programs, the city was divided into seven areas, entitled "Analysis Areas." Those seven areas were intended to approximate, to the extent possible, generally accepted area definitions for the city, while reducing to manageable proportions the city as a whole. Map I depicts the Analysis Areas. To the extent possible all data for the city has been compiled and analyzed on an area-by-area basis and is so presented.

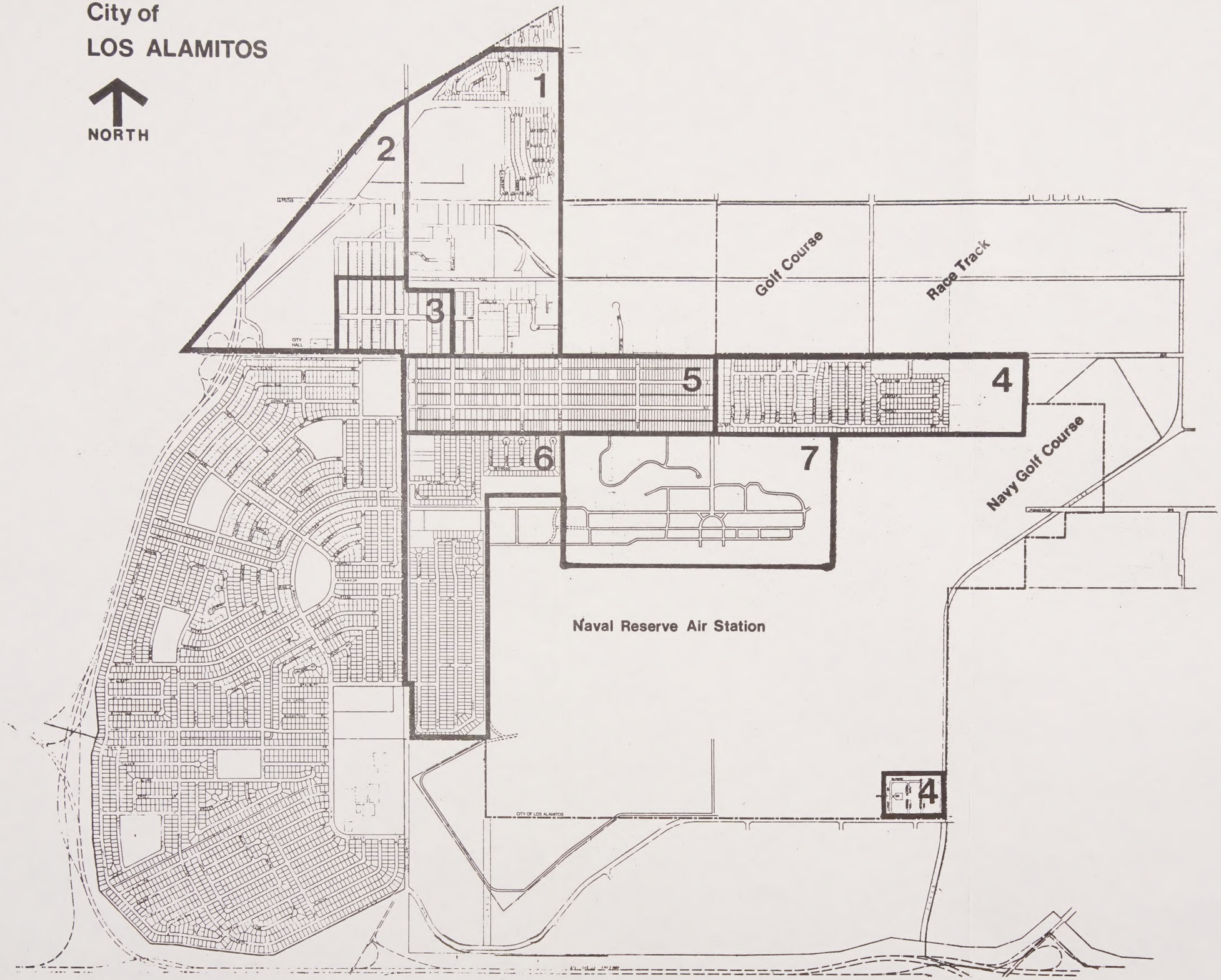
The housing needs analysis is a quantitative and qualitative evaluation of housing needs in Los Alamitos, on a current and future basis. Beginning with a review of current population, household size, and other demographic characteristics, the analysis proceeds to relate housing conditions and trends to these demographic data and to locate differing needs throughout the city.

Current housing need is identified as a function of the physical condition of the existing housing stock, the presence of overcrowding in the city, and the inability of a substantial number of lower income renter households to afford shelter at an affordable price. Future housing need is determined on the basis of projected population growth in the city, replacement of physically obsolete residential structures, and the continued inability of portions of the populace to afford housing at a reasonable cost.

The resulting statement of housing need is presented as the starting point for

City of
LOS ALAMITOS

NORTH



HOUSING ELEMENT - Analysis Areas



the evaluation of the resources and constraints available in the city to meet the housing need.

The resources and constraints which affect the city's efforts to solve its housing need are presented in the chapters relating to housing production and housing legislation. The housing production material provides an analysis of both the housing production resources available to construct and rehabilitate housing in Los Alamitos, and the constraints imposed upon housing production by such factors as high land cost, scarce land resources, and the high costs of new construction. The housing legislation information presents a current summary of Federal and State of California legislation, which relates to the production, rehabilitation, and improvement of housing and residential neighborhoods.

The relationship between the housing production and housing legislation information is such that the constraints which exist to prevent the production of housing are addressed in the legislation material. This relationship is used to determine whether legislation exists to supplement private production resources with public resources to overcome the constraints identified in the production area. Thus, the availability of public resources is considered as a potential solution for the constraints which exist for the full application of available private resources to solve the city's housing needs.

HOUSING NEEDS ANALYSIS

Introduction

This chapter presents information on current and projected need for housing in the City of Los Alamitos. Initially demographic and housing trends are considered and then the implications of these trends for housing needs are analyzed with respect to the present and the future. Current and projected housing need is identified in both quantitative and qualitative terms.

Within the analysis, the term" housing need" is used to express the number of housing units required in the city to provide decent and safe shelter for all residents consistent with current and projected demographic characteristics. Housing need is expressed as a concept which includes several components generated by changing population characteristics, income, structural condition of the existing housing stock, locational characteristics of the city's population and its housing stock, and the special needs of sub-groups within the city.

Recent Demographic Trends

Population Size

When the City was incorporated in 1960 the population was reported in the census of the same year as 4,312 persons. At that time much of the City was not developed; however, there was clear pressure for development of housing units to accomodate a portion of the demand for housing in Orange County that began in the decade of the 1950's and continues through the present. Table 1 reflects the population growth of the city for the period 1960 through 1975. In Los Alamitos, the decade of the 1960's resulted in a numerical population growth of 7034 persons,

TABLE 1

CITY OF LOS ALAMITOS

POPULATION GROWTH 1960-1975

	Population	Population Change	Percent Change
1960	4,312	-	-
1970	11,346	7,034	163.1
1975	11,750	404	3.6

Source: Orange County Progress Report
Volume 12, 1975

Population Research Unit, California State Department of Finance

City of Los Alamitos, Public Services Department

Kennard, Delahousie and Gault

or a percentage increase of 163 percent over the recorded 1960 population. During the same decade, the population of Orange County increased by 101 percent. The 1970 population total of 11,346 persons has grown at a dramatically slower pace than the extreme growth experienced during the 1960's. Current estimates by the California State Department of Finance put the 1975 population of Los Alamitos at 11,750 persons, representing a numerical increase of 404 persons and a percentage increase of 3.4 percent. The figure of 404 persons gained in the City since the 1970 census is a net figure, that is, total in-migrants minus total out-migrants. It is important to mention this factor because the closing of the Los Alamitos Sanitarium in 1974 and the substantial reduction in military personnel assigned to barracks at the Naval Air Station-Los Alamitos is estimated to have resulted in an out migration of approximately 300 persons. Obviously, this incidence of out migration has been more than off-set by in-migration with the resultant net population increase.

Household Composition

In 1970 the City had 10,992 persons living in 3069 households with an average population per household of 3.6. In 1975 it is estimated that there are 11,600 persons living in 3470 households, with an average of 3.3 persons per household. Table 2 presents these data. It should be noted that the term "households," as used in the census refers to all persons living in a particular housing unit. Thus, for purposes of analyzing housing need, the household population of the city is the relevant data base.

Compared to the County, the average population per household in Los Alamitos is considerably above the current 2.8 persons per household currently estimated, county wide.

TABLE 2

CITY OF LOS ALAMITOS

HOUSEHOLD COMPOSITION 1960-1970

	1960	1970[a]	1975[a]
Total Population	4,312	11,346	11,750
Population in Households	-	10,992	11,600
Number of Households	-	3,069	3,470
Average Population Per Household	4.0	3.6	3.3
County Average			2.8

Source: [a]Estimate of Average Population Per Household and Population in Households by Kennard, Delahousie and Gault

Population Research Unit, California State Department of Finance

There are two important considerations relative to the future composition of households in the city. Both of these considerations involve the future of the Naval Air Station. At present there is in the U.S. Department of Defense a plan submitted by Orange County for joint military and commercial aviation use of the Naval Air Station – Los Alamitos, and the Marine Corps Air Station -El Toro. Although the plan is controversial and may not be approved, it is important to recognize that if the plan is implemented there will be increased demand in the regional housing market.

Another possibility exists with respect to the Naval Air Station. This involves expanding the operations of the facility to include fixed winged aircraft in addition to the helicopter operations that presently constitute the basic flight use. Although there are no current plans to implement such expansion, the option for such use remains open. The implementation of this option could increase the demand for military housing.

Ethnic Composition

The ethnic composition of the City is exhibited in Table 3. Comparable data from the census of 1960 is not available; however, information developed from the 1970 census is of value, though somewhat limited, for planning analysis purposes and will provide a basis against which data and infomation developed in the future can be compared.

As of the 1970 census 98.0 percent of the population was classified as white. This percentage includes persons who reported Spanish as their mother tongue in the census. While this classification in the census allows for a broad range of possibilities

TABLE 3

CITY OF LOS ALAMITOS

RACE AND ETHNIC COMPOSITION

	1970	Percent of 1970 Population
White	11,122	98.0
Non-White	224	2.0
Total	11,346	100.0
Spanish Heritage	1,408	12.4
Black	77	.7
Other Races	147	1.3

in terms of nativity, and other considerations of identification, by cross checking the census language category with the category "persons of foreign stock by country of origin" it becomes clear that the vast majority of these persons are of Mexican ancestry. As a consequence, for purposes of this study, the term "Spanish Heritage" is used to refer to that portion of the population that is counted as white in the census but requires additional identification so that a more complete understanding to the make up of the city is possible. Thus, the Spanish heritage population of the city totals 1,408 persons, or 12.4 percent of the total population. By distribution throughout the city, the largest concentration of Spanish heritage persons are located in Study Area A, expanded, with substantial numbers also to be found in Areas 4 and 5. By comparison, the black population accounts for a much smaller total of 77 persons or .7 percent of the population. All other races account for 147 persons, or 1.3 percent of the population.

Age Composition

Table 4 provides age composition data for the City in 1970. When compared to the County-wide data, the age composition of Los Alamitos reflects a younger population than is found throughout the county. This situation is perhaps explained by the fact that the rapid growth of population that occurred in the ten year period between 1960 and 1970 contained a substantial number of young families representing recently formed households.

In terms of the present, it is estimated that the age distribution has changed slightly toward an even younger population. The basis for this estimate is found in the partial information that we have regarding migration in the City. As stated before, approximately 100 persons in the 60 years and over category left the City in

TABLE 4

CITY OF LOS ALAMITOS

AGE COMPOSITION - 1970

Category	Number of Persons	Percent
Under 18	4,545	40.1
18-34	3,095	27.3
35-54	2,661	23.4
55+	1,045	9.2
TOTALS	11,346	100.0

Source: U.S. Bureau of the Census
Kennard, Delahousie and Gault

1974 as a result of the closing of the Los Alamitos Sanitarium. Also, the reduction of military operations at the Naval Air Station, resulted in the departure of about 150 military personnel who were counted in the 1970 census. Undoubtedly, the vast majority were in the two categories covering the ages 18-54 years. Offsetting these departures from the City were arrivals of families and single persons. An examination of the building permit data suggests that most of the units constructed since the 1970 census have been single family and multi-family dwellings of the type not normally suited to senior citizens. Consequently, we believe than an analysis of the characteristics of those who have recently migrated to the city will show a pattern of younger persons and families.

Income Data

One of the key Census generated statistics on income is the measurement of gross family income. By determining median family income, the Census data thereby divides the population into two groups. One-half of the families earns income below the median, while the other half earns income above the median. This information provides a basis for gaining insights into the ability of families to afford housing cost in the community. One note should be mentioned regarding income data in the Census. While most Census data reflects the condition as of April 1970, data on income reflects the condition as of the end of the year 1969. In Los Alamitos, median family income was reported in the Census of 1970 as $11,601. This was 5.3 percent less than the county figure of $12,245 for the same year. Table 5 presents this data.

It is estimated that median family income in 1975 has increased to approximately $14,678, while the county figure now stands at approximately $15,500.[1]

[1]The median family income estimate for Los Alamitos in 1975 was derived by adjusting the 1975 county median income estimate. The basis for the adjustment is the proportional relationship between median income in the City and the county in 1969

TABLE 5

CITY OF LOS ALAMITOS

FAMILY INCOME DISTRIBUTION-1969

	Number of Families	Percent of Families	Cumulative Percent
0 - $ 4,999	378	13.3%	
$ 5,000 to $ 9,999	774	27.2%	40.5
$10,000 to $ 14,999	760	26.8%	67.3
$15,000 to $ 24,999	710	25.0%	92.3
$25,000 to $ 49,000	209	7.4%	99.7
$50,000 and above	10	.3%	100.0
	2841	100 %	

Median Income= $11,601

Source: U.S. Bureau of The Census

"The Cost of Housing in Orange County"
Orange County Cost of Housing Committee, 1975

Kennard, Delahousie and Gault

The Southern California Association of Governments estimates that there has been a decline in real dollars of income since 1970. This means that family incomes have generally not kept pace with the rate of inflation.

Concentration of Poverty

As reported in the 1970 Census, Los Alamitos had 225 families in 1970 with income below the poverty level, or about 7.9 percent of the 2841 households in the City. The determination of poverty level by the Census was made on the basis of a sliding scale related to household size, age, sex, and income levels. In 1969, the poverty level for a family of four was $3,743. The data on families in Los Alamitos below the poverty level is presented in Table 6 . In 1974, the poverty level for a family of 4 was $5,008.

Table 6 presents information on the relative concentration of poverty in the City by Analysis Areas. The data shows that Analysis Area 7 has the highest concentration of poverty relative to other areas in the City. It also has the highest percentage of families within the area below the poverty level. However, these relatively large percentages must be placed in proper context in order to avoid misleading and erroneous conclusions. Analysis Area 7 is comprised of military personnel and their families. Certain goods and services are provided to military personnel and their dependents either without charge or at costs that are considerably below the market costs that non-military persons and families must pay. Unfortunately, the U.S. Bureau of the Census does not adjust the incomes of military personnel to account for the value of goods and services provided without charge or at costs below the general market.

TABLE 6

CITY OF LOS ALAMITOS

FAMILIES BELOW POVERTY LEVEL - 1969

	Area 1	/Area 2	Area 3	Area 4	Area 5	Area 6	Area 7[1]	Study Area "A" Expanded[2]	City Totals Number[3]	Percent
Total Households Below Poverty Level	5	24	18	44	54	18	62	42	225	
Total Families in Area	276	236	176	679	777	388	279	412	2811	
Percent of Total Households in Area Below Poverty Level	1.8%	10.2%	10.2%	6.5%	7.0%	4.6%	22.22	10.2%		8%
Percent of City Total Below Poverty Level	2.2%	10.7	8.0%	19.5%	24.0%	8.0%	27.6%	18.7%		100%

Source: U.S. Burea of the Census
Kennard, Delahousie and Gault

Notes: [1]This analysis area is comprised of Military Personnel and their families. Certain good and services are provided to this group without charge, and the census determined poverty level was not adjusted to account for the value of such goods and services. Consequently, the designation by the census of Poverty Status for some of these families must be recognized as not truly comparable to the non-military population in the city.

[2]Study Area "A" Expanded is comprised of Analysis Area 2 and 3.

[3]Total of 2811 families differs from 2841 reported elsewhere in the Housing Element. The difference is attributed to computer coding errors.

Consequently, caution is required when comparing the data on family income for military personnel and their families with similar data for the population at large.

For the balance of the community, Analysis Area 5 has the largest concentration of poverty with 24 percent of the City total and it is this area that requires serious consideration. Study Area "A" Expanded has approximately 19 percent of the City total, placing it on par with Analysis Area 4 which has 19.5 percent of the City total.

Senior Citizens. In many communities the problems of impoverished senior citizens are becoming acute in terms of their ability to acquire proper food, clothing and shelter with small and usually fixed incomes. Consequently, Census data was examined to determine the number and location of persons in Los Alamitos who are 65 years and above and are defined as living below the poverty level according to the Census. The largest concentration of such persons, 26, is found in Area 5. Significantly smaller numbers, 11 and 5 are found in Areas 2 and 3 respectively. No other areas are reported to have persons 65 years and over who are below the poverty threshold. Thus, the concentration of impoverished senior citizens is limited in the City to Analysis Area 5, sometimes called "Apartment Row", and Study Area "A" Expanded.

Housing Trends

Total Housing Units -- By Type

The overall character of the housing stock in Los Alamitos 1970 was clearly that of a community comprised largely of single family housing units. The 1970 Census reported a total of 3,143 housing units in the City, with slightly more than 77 percent, or 2,438 of the total being single-family structures. Combined with 60 units in duplex

structures, or about 2 percent of the total, almost 80 percent of all housing units were accounted for. Units in structures with 3 or more units total 505 and represent 16.1 percent of the housing stock. Most of these multi-family units are found in Area 5 while a much smaller number are located in Area 3. Mobile homes and trailers numbered 140 units and are all located in Areas 2 and 3. Table 7 presents data on housing units by type, 1970-1975.

Since the 1970 Census, 412 net housing units have been added to the stock. This figure was determined by summing all of the building permits issued by the City during the period 1970 through 1974. This figure was then adjusted to account for units under construction that were counted by Census enumerators. Demolitions during the period were then subtracted. Two assumptions guided this process. First, it was assumed that all structures for which building permits were issued were actually built, and secondly, it was assumed that all demolitions were of single-family structures. The data was then disaggregated to provide net totals on single-family and multi-family units.

The figures representing present housing stock reflect the condition in the City as of January 1, 1975. As shown in Table 7, single-family structures now constitute a smaller percentage share of the total housing in Los Alamitos. It is estimated that there are 2530 single-family units representing 71.2 percent of the estimated City total of 3555 housing units. Units in duplex structures registered a small numerical increase, but continue to account for only 1.9 percent of all housing units. Multi-family units now comprise 23.0 percent of the housing stock, as compared with approximately 16 percent in 1970. Mobile Homes and trailers have not

TABLE 7

CITY OF LOS ALAMITOS

CHANGE IN HOUSING UNITS BY TYPE 1970-1975

	1970		1975		1970 - 1975	
	Number of units	Percent of total	Number of units	Percent of total	Net Change	Percent of net change
1 Unit Structures	2438	77.6%	2530	71.2%	92	22.3%
2 Unit Structures	60	1.9%	66	1.9%	6	1.5%
3 or more Unit Structures	505	16.1%	819	23.0%	314	76.2%
Mobile Homes or Trailers	140	4.4%	140	3.9%	-	-
TOTAL	3143	100%	3555	100%	412	100%

SOURCE: U.S. Bureau of the Census
City of Los Alamitos Building Permit Data
Kennard, Delahousie and Gault

increased numerically and have declined as a percentage of the overall housing stock.

The trends that are evident in the data show definite growth of multi-family housing in the City at a pace far above that for all other types of dwellings. This trend indicates the general built-up character of the City and the absence of vacant parcels of land for new, single-family development. This situation typically results in the demolition of older single family dwellings to allow for the development of multi-family units. This is a typical process for a built up city because the only means of building new units in substantial numbers is to recycle existing low density development into higher densities. In Los Alamitos this phenomenon is rapidly occuring in Area 5 which is primarily zoned for multi-family development.

In summary, the net change in housing units between 1970 and 1975 was 412. Single family units accounted for 92 dwellings or 22.3 percent of all units added to the stock. Duplexes registered an insignificant change of 6 units, and accounted for 1.5 percent of all new units. Units in structures of 3 or more units totalled 314 or 76.2 percent of all units constructed during the period. The marked trend is toward multi-family development although single-family units maintain a dominant position in the composition of the housing stock.

Housing Owner/Renter Mix

In 1970 the Census recorded a total of 3,069 occupied housing units in Los Alamitos. Owner occupied units were 1,737 in number or 56.6 percent of total occupied units. Conversely, renter occupied units totalled 1,332 or 43.4 percent of all occupied units. At the same time, a total of 74 units were reported as vacant. Current estimates of the owner-renter mix in the City reflect the large increase in number of total housing units in multi-family structures relative to single-family units. What is revealed is that

TABLE 8

CITY OF LOS ALAMITOS

OWNER/RENTER MIX - 1970

Analysis Areas / Occupancy Status	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7	Study Area "A" Expanded [a]	City Totals
Owner Occupied	239	179	157	592	158	383	N/A	336	1,708
Percent	85.4	69.4	75.9	85.0	16.4	95.0	-	68.4	54.1
Renter Occupied	41	105	50	105	809	20	203	155	1,333
Percent	14.6	58.6	24.1	15.0	83.6	5.0	100.0	31.6	45.9
TOTALS	280	284	207	697	967	403	317	491	3,041[b]

Source: [a]Study Area A Expanded is comprised of analysis areas 2 and 3

[b]Total differs from the 3069 households reported elsewhere in this document. This is most likely due to computer coding errors in the Census.

U.S. Bureau of the Census
Kennard, Delahousie and Gault

owner-occupancy has declined while renter-occupancy has increased. However, because current zoning would restrict multi-family dwellings to Area 5 and small portions of Areas 1, 2 and 3, the extent to which there might be radical changes in future proportions of owner vs renters is somewhat mitigated. This assumes that single-family dwellings will continue to generally be occupied by owners, as is the current situation. The special census planned for early 1976 will provide new data on this subject.

Housing Conditions

The determination of housing conditions in a community is always a challenging and frequently controversial task. The problems associated with this task are usually concerned with a possible different interpretation of standards adopted for the evaluation of the condition of structures. This caveat is mentioned to clarify the fact that the matter of rating structures is a juagmental situation wherein the objective is to obtain a sense of the magnitude of problems as opposed to absolute assessments.

To determine housing conditions in Los Alamitos, City personnel conducted a reconnaisance of the City by automobile. This technique is typically referred to as a "windshield survey". Areas 1,6 and 7 were considered to be comprised of housing units that are generally all in good condition. Consequently, a structure by structure exterior examination was restricted to those housing units found in Areas 2,3,4 and 5. Areas 2 and 3 have been combined for purposes of analysis and possible future program activities and are referred to as Study Area A, Expanded. Data on this area and the other two areas which were examined is presented in Table 9 . The totals in Table 9 are for structures and not units as may be referred to in other tables in the Housing Element. The data shows that 86.7 percent of housing structures in these areas were rated in sound condition. Structurally deteriorating dwellings accounted for 12.2 percent of the total,

TABLE 9

CITY OF LOS ALAMITOS

CONDITION OF STRUCTURES - 1975

Condition	Study Area A Expanded		Analysis Area 5		Analysis Area 4		Totals	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Sound	175	76.1	352	86.9	292	94.2	819	86.7
Deteriorating	49	21.3	48	11.9	18	5.8	115	12.2
Dilapidated	6	2.6	5	1.2	-	-	11	1.1
Totals	230	100.0	405	100.0	310	100.0	945	100.0

Source: City of Los Alamitos
Kennard, Delahousie and Gault

and structures in dilapidated condition constitute 1.1 percent of the total 945 housing structures examined. In terms of numbers of structures requiring more than routine maintenance and upkeep, 115 structures are deteriorating and require substantial maintenance type repair. There are 11 structures that are dilapidated and consequently should be removed from the housing stock if they are beyond feasible repair.

On an area basis, Study Area A, Expanded has 175 structures in sound condition, 49 structures in deteriorating condition, and 6 structures in dilapidated condition. Analysis Area 5 has 352 structures in sound condition, 49 in the deteriorating category, and 5 structures that are dilapidated. Analysis Area 4 has 292 structures in sound condition, and 18 structures that are deteriorating. No structures in this area are considered to be in a dilapidated condition. Maps 2, 3, and 4 show structural conditions by area.

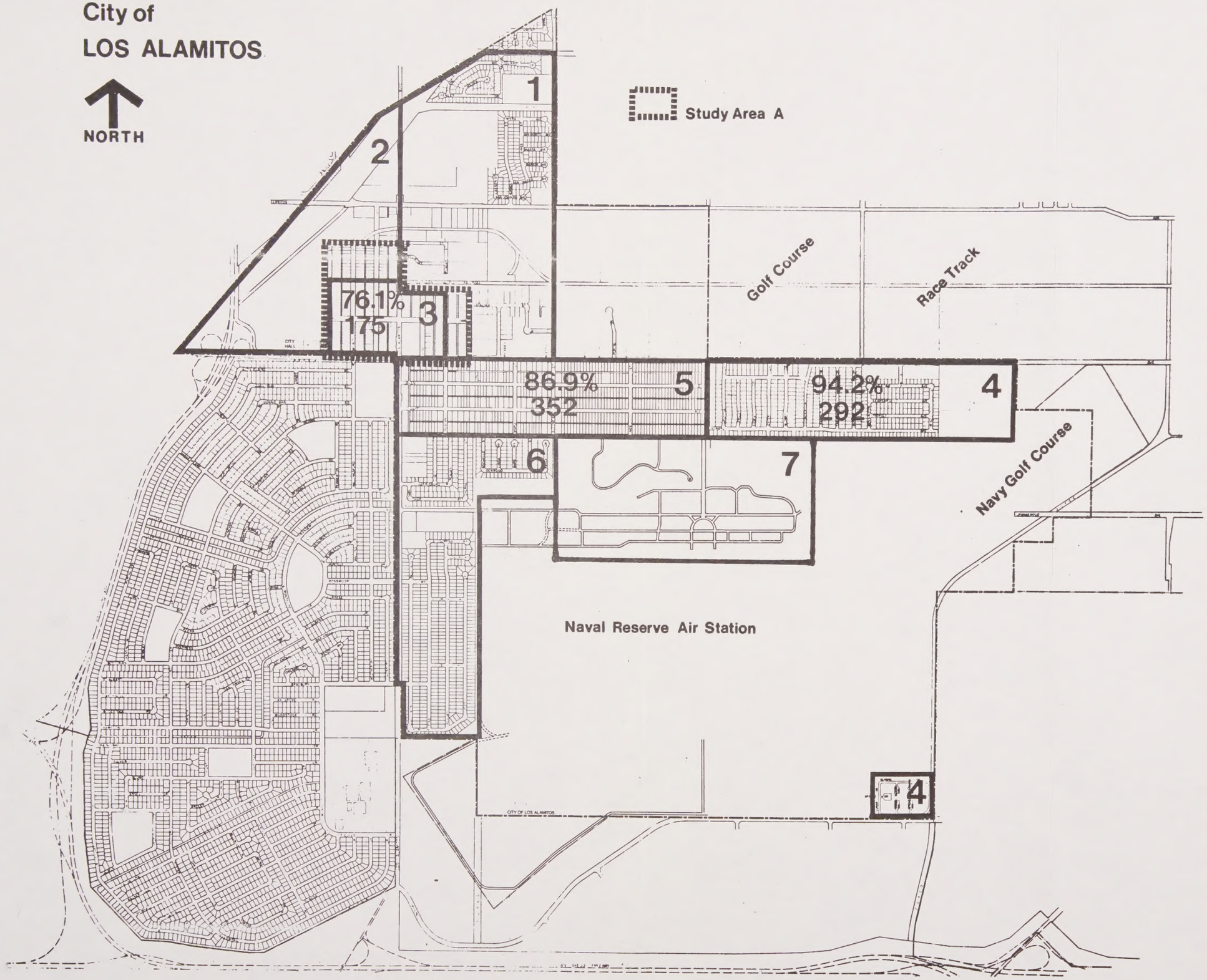
In summary, it is estimated that about one half of all of the repairs required to bring the 115 structures in deteriorating condition up to sound condition would require building permits. These cases would be considered to have substantial repair needs. The other half of the structures rated in a deteriorating condition could probably be satisfactorily improved without a building permit. Such structures are considered to require only minor repair. Dilapidated units which represent a potential threat to the health and safety of the community should be demolished.

Age of Residential Structures

The generally good condition of residential structures in the City of Los Alamitos evident in the housing condition survey can be attributed, to a significant extent, to the fact that 80 percent of the residential structures are now 25 years old or less. The relationship between age of structures and condition is well established in planning literature and is verified to a considerable extent in the case of Los Alamitos. In those areas where the highest incidence of structural deterioration and dilapidation

City of
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NORTH

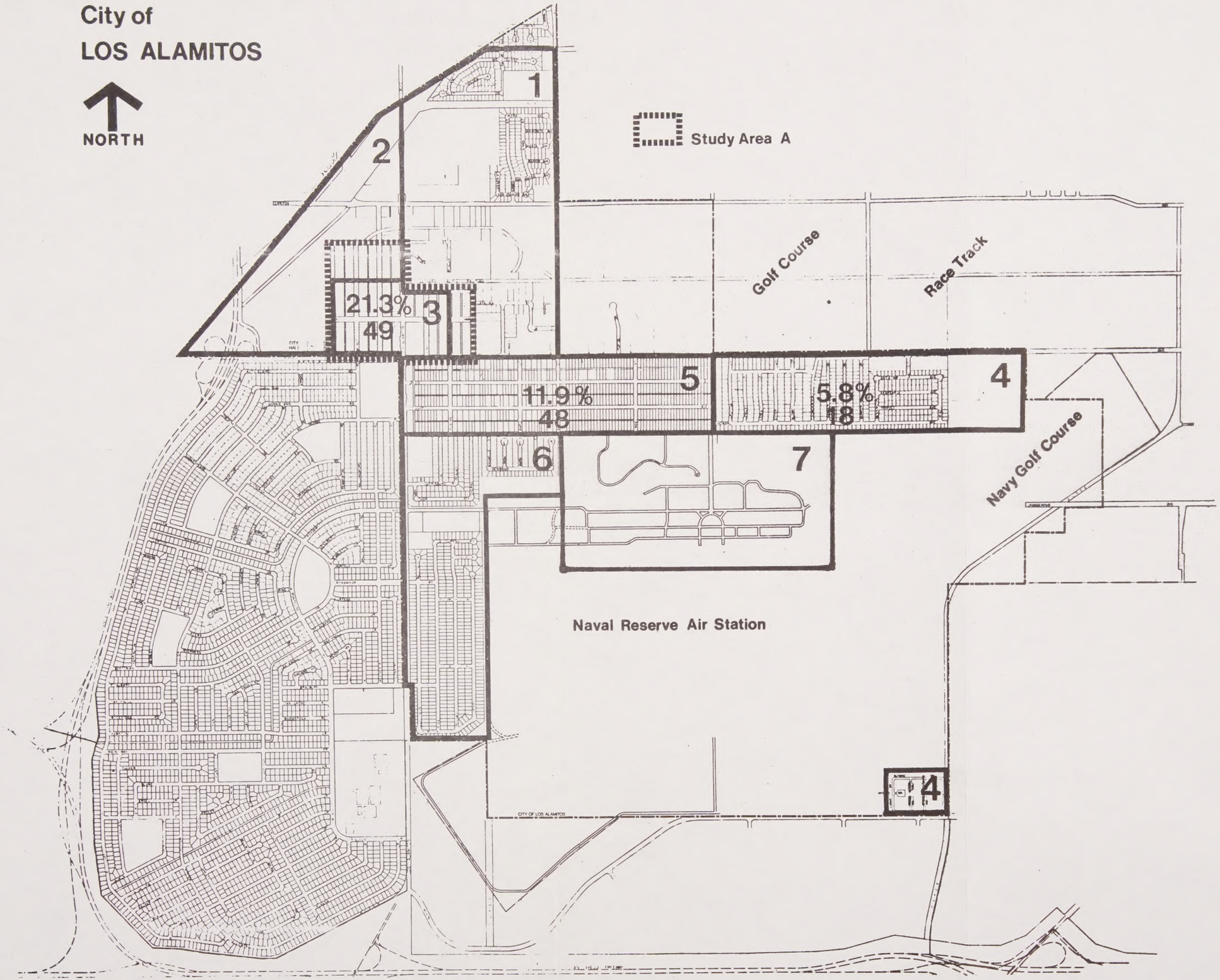


HOUSING ELEMENT Residential Structures - Good Condition (Percent of Total & Number of Structures)



City of
LOS ALAMITOS

NORTH

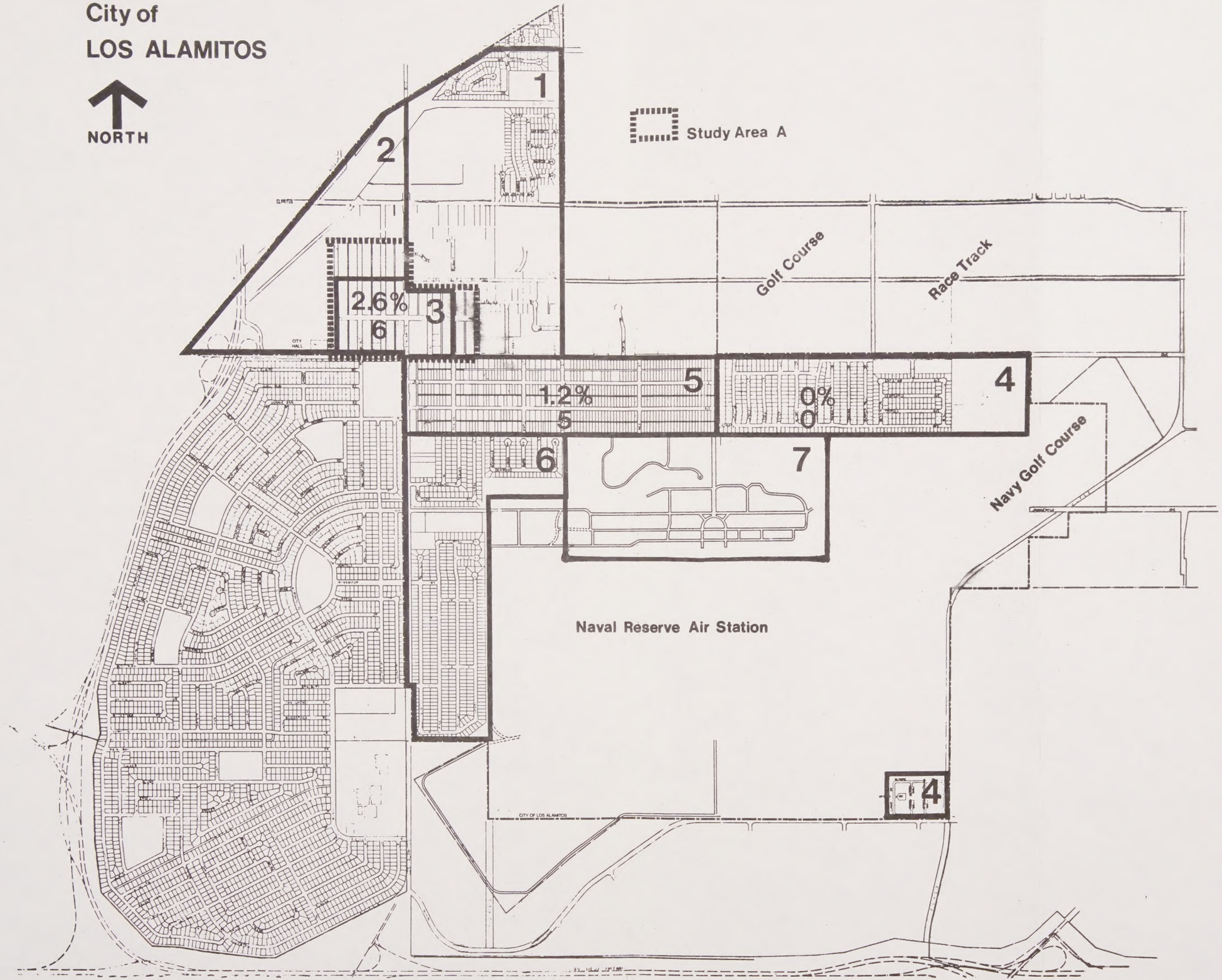


HOUSING ELEMENT - Deteriorating Condition (Percent of Total & Number of Structures)



City of
LOS ALAMITOS

NORTH



HOUSING ELEMENT - Dilapidated Condition (Percent of Total & Number of Structures)



TABLE 10

CITY OF LOS ALAMITOS

AGE OF STRUCTURE 1970

Year Structure Built	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7	City Total	Percent of Total	Study Area "A" Expanded	
1965-March 1970	222	87	73	69	276	59	200	986	31.7%	160	32.6%
1960-1964	4	35	62	271	396	330	-	1098	35.3%	97	19.8%
1950-1959	17	108	52	291	197	9	3	677	21.6%	160	32.6%
1940-1949	13	18	11	71	66	-	-	179	5.7%	29	5.9%
1939 or Eariler	29	36	9	-	93	5	-	172	5.5%	45	9.1%
TOTAL	285	284	207	702	1028	403	203	3112[a]	100%	491	100%

SOURCE:

[a] Total of 3112 units is 31 less than the number of units counted in other portions of the Census. The difference is attributed to coding errors in the computer programming.

U.S. Bureau of the Census
Kennard, Delahousie and Gault

is found, Study Area A, Expanded, and Areas 4 and 5, we also find the great majority of structures that were built prior to 1949.

Residential Densities

Los Alamitos is a typical Southern California low density community. In fact, the City has a very low density pattern as compared to most other Orange County communities. Moreover, the present residential density (persons per square mile) is less than that which was reported in the Census of 1970. Data on residential densities estimated by the population Research Unit of the California Department of Finance is presented below.

	1960	1970	1974	1975
Persons/square mile	1,181	2,767	2,720	2,728

Although these figures are technically correct for Los Alamitos, it must be understood that these densities were determined according to calculations that include all of the Naval Air Station as a part of the city. Because the Naval Air Station represents a substantial amount of land in the city, and calculations of density that include the military facility are deflated to a significant extent and do not clearly reflect the conditions found in most of the neighborhoods. Consequently, calculations of density have been prepared which do not include the Naval Air Station in order to present a more realistic picture of the residential density found in the city.

	1970	1975
Persons/Square Mile	5,402	5,595

Undoubtedly, the highest densities in the City are found in Area 5 which contains a clear majority of the multi-family dwelling units. Breakdowns on density are not

possible, given the Census data, for individual areas of the City. However, it seems clear that the residential densities for those areas outside of Area 5 are lower than the 5,595 persons per square mile as estimated above. This judgment is supported by the fact that densities in Area 5 are obviously much higher than those in other areas and it is the higher densities in Area 5 that contribute heavily to overall city figures.

Housing Cost

In order to develop an understanding of housing costs in Los Alamitos, it is necessary to at first develop an appreciation for the fact that the City is, in terms of housing, a part of regional forces that have been in operation for a considerable period of time. This condition is expressed in a report prepared by the Orange County Cost of Housing Committee, dated February, 1975, entitled "The Cost of Housing In Orange County." The point is made that Orange is one of the fastest growing counties in the United States, and that this growth has contributed to housing cost escalation that is putting the purchase of new homes beyond the market for many of the County's present and future residents. This phenomenon is not restricted to Orange County, but rather is commonly the case in neighboring Los Angeles County as well. However, this rapid escalation of housing cost seems to be more dramatic in Orange County as compared to the six other counties in the Southern California area. During the period 1960 to 1974, Orange County experienced a relative price increase of 111 percent. During the period 1970 to 1974 a 41 percent increase was registered in the cost of housing, while between 1973 and 1974 cost increased 21 percent. Moreover, the median selling price of a new single family tract house has increased about 90 percent from 1960 to 1970 while the median household

income increased only 48 percent. The report states ". . .the average price of a single family detached home offered for sale (i.e., either completed or under construction) was $60,550, ranging from a low of $35,000 to a high in excess of $75,000. Nearly 254,000 (44 percent) families in Orange County would not qualify for the lowest priced single family detached home offered for sale. Only 121,000 (21 percent) of the families would qualify for the average priced detached unit.

There is little evidence to suggest that Los Alamitos is in any significant way atypical compared to these county-wide trends and conditions. In fact there is considerable evidence that housing costs in the city are very much consistent with county-wide trends. Table 11 presents data on estimated family income for 1975. These estimates were prepared by the Southern California Association of Governments as a part of their updating of the Regional Housing Allocation model. This data shows that about 40 percent of all families in the City have incomes of less than $12,000 per year, and, given the estimated median family income of $14,678 per year, 50 percent of all families earn less than the median. All figures are for gross income.

Table 12 presents information on housing units for sale in December of 1975 in the City of Los Alamitos and estimates the amount of family income required to qualify for purchase of these residences according to cost category. The means of determining the amount of annual income necessary to purchase housing is to divide the purchase price by the factor 2.5. This is a generally accepted rule practiced in the real estate industry.

Examination of these tables helps to clarify the condition in Los Alamitos regarding the ability of the existing population to purchase housing in the City. Of the 13 homes offered for sale on the market, 5 were in excess of $55,000, while 8 were less than $55,000. All of these houses are resales rather than new units. The median

TABLE 11

CITY OF LOS ALAMITOS

ESTIMATED FAMILY INCOME - 1975

	Number of Families	Percent of Families	Cumulative Percent
0 - $2,999	158	4.5%	-
$3,000 to $6,999	370	10.7%	15.2%
$7,000 to $11,999	878	25.3%	40.5%
$12,000 to $15,999	737	21.2%	61.8%
$16,000 to $21,999	646	18.6%	80.4%
$22,000 to $36,000	519	15.0%	95.3%
$36,000 and Above	162	4.7%	-
TOTAL	3470	-	100%

Median Income=
$14,678

Source: Southern California Association of Governments
Kennard, Delahousie and Gault

TABLE 12

CITY OF LOS ALAMITOS

HOUSING UNITS FOR SALE - DECEMBER 1975

	$15,000 to $35,000	$35,000 to $45,000	$45,000 to $65,000	$55,000 to $65,000	$65,000 to $75,000	$75,000 and Above	Total for Sale
Number of Units for Units	-	4	4	1	2	2	13
[a]Income Required to Purchase	$6,000 to $14,000	$14,000 to $18,000	$18,000 to $22,000	$22,000 to $26,000	$26,000 to $30,000	$30,000 and Above	

Source: [a]Estimated on the basis of housing purchase cost equal to 2.5 times annual income.
Kennard, Delahousie and Gault

value of this sample is estimated to be $54,000 and the average value is approximately $56,400.

By comparing the tables we find that 40.5 percent of the population in the city cannot participate in the market at all because there are no homes offered within their capability to qualify under current standards in the home mortgage industry. That is, those families with less than $12,000 per year income are not able to enter the existing market. However, when we compare the estimated median family income of $14,678 against the price of $37,000 for the least costly house currently on the market, it can then be concluded that approximately one-half of all families in the City are precluded from participation in the housing market. Map 5 shows ranges of housing values by area.

This conclusion is based on the 2.5 times income rule as applied to the purchase price of the housing unit. Examination of the situation at the county level indicates that the condition found in Los Alamitos, as discussed above, is consistent with county-wide trends. For example, in the third quarter of 1974, there were no single family detached new homes on the market that 48 percent of the population could afford.

In terms of rental housing, the market in Los Alamitos for apartment units covers a range of from $175.00 per month for a one bedroom apartment, to $325.00 per month for a 3 bedroom unit. These are all unfurnished units and exclude the cost of utilities. The rental ranges were provided by local real estate professionals who have had extensive experience with local properties. The rental ranges for recently constructed units are provided below. Some older units are available at lower rates.

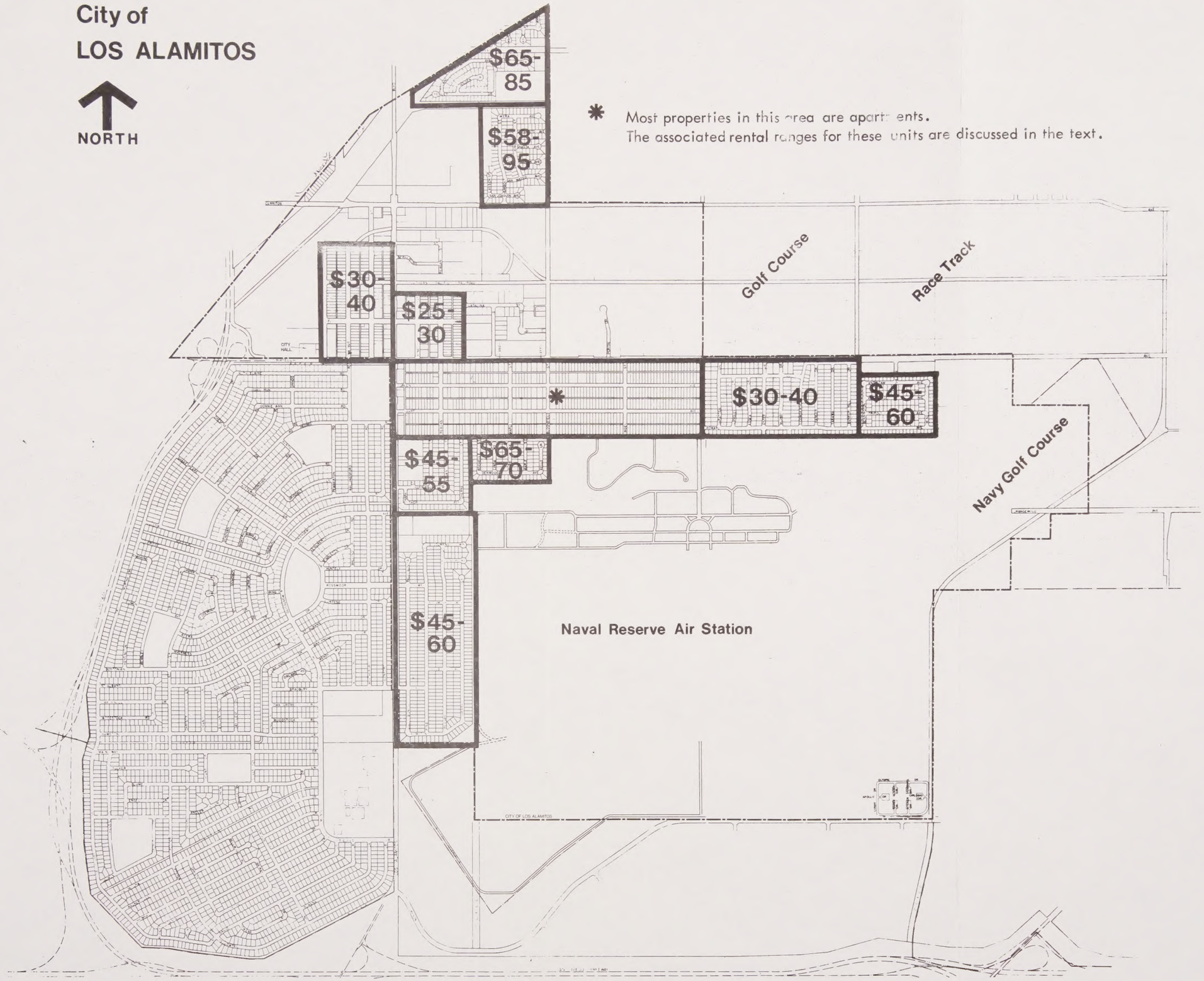
1 bedroom - $175.00 to $190.00

2 bedroom - $210.00 to $225.00

3 bedroom - $275.00 to $325.00

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NORTH



* Most properties in this area are apartments.
The associated rental ranges for these units are discussed in the text.

HOUSING ELEMENT - Representative Residential Values (In Thousands)



If we compare the estimated household incomes for 1975 with these rents, using the Department of Housing and Urban Development's guideline of 25 percent of gross income for shelter costs, it is possible to assess the ability of the present population to afford the costs. Households paying more than 25 percent of gross income for housing are categorized as paying an excessive amount for housing.

Given the 25 percent criterion, it is estimated that there are approximately 528 households in the City that cannot afford to pay $175.00 per month for housing without exceeding 25 percent of their yearly income. As a result, these households are precluded from entering the rental market for new apartments. This conclusion is based on the fact that $8,400 income per annum would be required for a one-bedroom apartment and there are a total of 528 families included in categories with less than $7,000 annual income.

This total, while restricted to families on the lower end of the income range, seems to be reasonably consistent with the condition that was found in 1970. Table 13 shows that, at that time, there were 143 renter households paying in excess of 25 percent of income for shelter. Moreover, there were 303 families paying more than 35 percent of income for shelter. Combined, there were 466 households paying more than 25 percent for shelter. Thus, considering population growth the magnitude of the problem appears to persist. It would be appropriate for the city to consider this need as one of the priorities for action in the proposal for Community Development Block Grant funds and their allocation.

Overcrowded Conditions in Housing

Table 14 presents data on overcrowding in 1970. The U.S. Bureau of the Census definition of overcrowding is households occupying housing units with more than 1.01 persons per room.

TABLE 13

CITY OF LOS ALAMITOS

RENTER HOUSEHOLDS WITH INCOME BELOW $7,000
PAYING 25 % OR MORE FOR HOUSING

Analysis Area / Occupancy Status	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7	Study Area "A" Expanded	City Total
Number of Families Paying 25% or More of Income for Housing	4	-	4	9	110	-	16	4	143
Number of Families Paying 35% or More for Housing	-	31	26	20	194	-	32	57	303
Area Totals	4	31	30	29	304	-	48	61	446
Percent of City Total	.9	6.9	6.7	6.5	68.2	-	10.8	13.6	100.0

Source: U.S. Bureau of the Census
Kennard, Delahousie and Gault

TABLE 14

CITY OF LOS ALAMITOS

OVERCROWDING - 1970

Analysis Area / Occupancy Status	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7	Study Area "A" Expanded	City Totals
Owner Occupied		18	5	54	4			23	81
Renter Occupied	11	9	10		29	23	24	19	106
Totals	11	27	15	54	33	23	24	42	187
Percent of Total	5.9	14.4	8.0	28.9	17.7	12.3	12.8	22.4	100.0

Source: U.S. Bureau of the Census
Kennard, Delahousie and Gault

The highest incidence of overcrowding occurs in Area 4 with more than 28 percent of the city total. Study Area A, expanded has 42 households, or 22.4 percent of the total in overcrowded housing conditions. By tenure, renter occupied housing shows a greater tendency to be overcrowded than does owner occupied housing.

Vacancy Trends

Los Alamitos has demonstrated very low vacancy rates during the last five years. In fact, they have consistently been among the lowest in the county as reported by the U.S. Postal Service Area Postal Vacancy Surveys.

In each year since the 1970 Census, vacancy rates in Los Alamitos have been recorded at less than 2 percent. The most recent survey, taken in April of 1975, put the vacancy rate at .9 percent.

Current Housing Needs Conclusions

Existing, quantifiable housing needs in Los Alamitos are derived from the physical condition of the housing inventory and from the inability of certain portions of the population to obtain decent, standard shelter within their ability to pay.

Physical Condition of Housing

Dilapidated Structures. Eleven residential Structures in the city have been identified as dilapidated. These structures are located in Area 5 (5), and, Study Area A, expanded (6). Immediate action should be taken to remove these structures from the housing stock, or if feasible, the necessary repairs should be initiated by the owners to bring them up to community standards. Dilapidation is not a serious problem in the city, but failure to act on those cases that are known to exist may have the effect of allowing increasing blight to occur.

Deteriorating Structures. Three areas in the city have been identified as having a total of 115 structures in some degree of deterioration. Specifically, Study Area A, expanded has 49, Area 5 has 48 and Area 4 has 18. Conservatively, in an estimated 75 percent of all such cases, the necessary repairs can be initiated by the owners without the need for a building permit. Again, deteriorated units do not present an extreme problem in the city, but failure to move in a positive direction with respect to these structures will likely result in continued deterioration to the point of dilapidation over the next 10 years. Therefore, priority consideration is appropriate in this instance and available public resources should be directed at reversing the structural deterioration found in study Area A, expanded, and Areas 4 and 5.

Income/Housing Cost Generated Need

Given the estimated 528 renter households who have incomes below $7,000 and cannot find suitable shelter in the city without paying an excessive amount of their income, a distinct housing need exists.

Although it is not possible to determine to what extent families with less than $7,000 per year income, and that pay more than 25 percent of income for shelter also live in less than standard housing, it is probable that some fall into both categories. No quantification of these households is possible given the existing data.

Consequently, it is not possible to combine the total needs generated by the physical condition of residential structures and the income/housing cost generated need. To the extent that there is a double need among certain households, it will not be possible to treat both problems with a single programmatic action. That is, structural improvements cannot reduce their rents. In fact, structural improvements will more than likely result in increased rents. At present, the only feasible program in existence for addressing this income generated

housing need is the Section 8 Housing Assistance Program. This program fixes the amount of income payable toward rent by a household at not more than 25 percent. The balance is supplemented by the Federal government through the Housing Authority having jurisdiction in the city. More detailed information on the structure and operation of this program is found in the section of this document titled Housing Legislation and Resources.

At the local level, the only realistic solution is to take advantage of all available income supplement funds from Federal and State sources.

Future Housing Need

Future housing need in Los Alamitos is expected to be comprised of two primary elements. One will be the low income households who will continue to pay excessive amounts of their income for shelter. Although the city may be expected to make progress in this regard by causing the magnitude of this need to be diminished, the fact that public subsidy is required in most of these cases and the small amounts of such funds suggest that the problem will continue into the future.

The second element of future need is expected to be the result of deteriorating structures in the housing stock. Again, while substantial progress may be made in reducing the number of such structures, it is not likely that the problem will be completely abated immediately. Consequently in the the near term, i.e. 1 to 5 years, deteriorating structures will comprise a component of total housing need. This problem is not of critical proportions now, nor is it expected to be in the near future.

Population growth, normally a component of future need is not expected to be appreciable in Los Alamitos. There is very little land in the city zoned for residential development and environmentally suited for housing. Consequently, most poplation growth is expected to be the result of recycled residentially zoned land that is redeveloped at higher densities, as in Area 5 of the city.

HOUSING LEGISLATION AND RESOURCES

Introduction

This chapter of the Housing Element is concerned with legislative provisions at the Federal and state levels to the extent that they provide resources that can be applied in the development of action plans and programs covering a broad range of needs and problems in Los Alamitos.

Housing Legislation

Recently, considerable debate has occurred among legislators at the Federal level as to whether the most effective expenditure of money directed at providing housing for low income families is to subsidize housing production or to subsidize family income. The question of the need for subsidy clearly has been resolved.

The Housing Act of 1968 provided a mixture of programs to stimulate housing production by providing subsidies to developers and to low-moderate income tenants and buyers.

The new Housing and Community Development Act of 1974, currently in effect, has essentially removed from Federal legislation the various subsidy provisions that significantly enhance the feasibility of new construction for low and moderate income families. For the most part, it is the current Federal policy to subsidize the income of families who qualify for assistance, rather than subsidize the construction of housing to meet their needs. A notable exception to this general policy is the recent re-establishment and modification of the Section 235 Home-ownership Assistance Program. Overall, the implication of the current Federal policy is that local and state governments must assume the major responsibility for stimulating housing production through appropriate means.

The following discussion provides more information on the basic provisions of the 1974 Housing and Community Development Act and related acitvities at the state and local levels of government.

For purposes of this report, those housing programs which will be discussed are generally aimed at increasing the supply and quality of housing or enabling families or individuals who have low and moderate incomes or special needs to acquire standard housing suitable for their need. These programs have been or are expected to be the result of Federal and State and legislation. At the outset, programs at the Federal and state levels will be examined. The purpose of the examination will be to determine how the legislation formulated at the various levels of government interrelate and ultimately provide resources for application at the local level.

Federal Legislation and Programs

Until passage of the Housing and Community Development Act of 1974, the major activities of the Federal government in housing centered on the production of new housing units. In terms of programs, such production was generated through the National Housing Act, which established the Federal Housing Agency in 1934; the United States Housing Act of 1937, which created the Public Housing Program; and more recently, the Housing Act of 1968, which created the Section 235 Homeownership Assistance Program and the Section 236 Multi-family Rental Housing Program.

After considerable debate in the United States Congress concerning the content and emphasis of provisions for low and moderate income housing and community imporvement, the Housing and Community Development Act of 1974 was signed into law by the President. Because it is part of the new approach utilized by the Federal government to distribute funds to local government under revenue sharing block grants, it represents a significant departure

from previous Federal legislation. Moreover, because of major revisions in programs concerned with housing subsidies, the legislation is unique in the history of Federal involvement in housing. These two key aspects of the legislation, block grants and subsidy provisions, are discussed as follows:

Block Grant Provisions

Categorical programs such as Urban Renewal, Neighborhood Development Program, Model Cities and the like have been deleted in favor of a block grant strategy. The amount of block grant money available to a city with a population of 50,000 or more is determined by a formula, established in the legislation, based on:

1. Total Population
2. Extent of Poverty (counted twice)
3. Extent of Housing Overcrowding

However, because Los Alamitos has less than 50,000 population, it has applied for funds under the Orange County "Urban County" grant application. Under this arrangement, seventeen Orange County cities with less than 50,000 population each have joined with the County to establish a coordinated approach to funding. Procedurally, each of the participating cities will present proposals to the County for action programs consistent with the provisions of the Housing and Community Development Act and applicable rules and regulations. The proposals will be reviewed by the County and the substances of each will be summarized in a single proposal submitted to the Department of Housing and Urban Development on behalf of the participating cities and the unincorporated areas of the County. During the review by the County, proposals will be examined for consistency with the program emphasis priorities that have been established by the County Board of Supervisors. Two key priorities

relating directly to housing are activities to lower the cost of new construction, and housing rehabilitation.

Moreover, cities participating in the Urban County application are expected to address other provisions of the legislation cited as follows:

1. A summary of a three-year plan which:

   a) Identifies community development needs and objectives in accordance with area-wide development planning and national urban growth policies.

   b) Demonstrates a comprehensive strategy for meeting those needs.

2. Formulation of a program which:

   a) Includes activities to meet community development needs and objectives.

   b) Indicates resources other than assistance under the "Block Grant" program expected to be available to meet such needs and objectives.

   c) Takes account of environmental factors.

3. A description of a program to:

   a) Eliminate or prevent slums, blight, and deterioration where such conditions exist.

   b) Provide improved community facilities and public improvements, including supporting health and social services where necessary and appropriate.

4. A housing assistance plan which:

a) Accurately surveys the conditions of the community's housing stock and assesses the housing assistance needs of lower income persons residing or expected to reside in the community.

b) Specifies a realistic annual goal for the number of units and the size and types of projects and assistance best suited to the needs of area lower income persons.

c) Indicates the general locations of proposed lower income housing with a view of furthering revitalization, promoting greater housing choice and avoiding undue concentration of low income persons, and assuring availability of adequate public facilities and services for such housing.

Subsidy Provisions

The second key aspect of this legislation is its approach to providing assistance to families of low and moderate income, the elderly, and handicapped persons. Until the 1974 Act, Federal programs aimed at increasing housing opportunities for persons with need but inadequate income were a combination of subsidy provisions. These subsidies allowed variously for new production of housing units, as in the case of the 235 Homeownership Programs, and subsidies to families to make up the difference between 25 percent of family income applied to rent and the market cost of the rent. The new legislation which is contained in the Housing Assistance Payments Program, generally referred to as Section 8 (Title II, Section 8 of the Housing and Community Development Act),

emphasizes rent supplement payments. Although Los Alamitos does not have a Housing Authority nor publicly subsidized housing, it is important to explain the differences between the former approach to providing publicly assisted housing and that approach which is contained in the new legislation and is currently in effect.

The forerunner to the new Section 8 Program is known as Section 23, whereby owners leased their apartments to the local housing authority for accupancy by low income tenants at rents they could afford. Market rents and a no-vacancy factor were assured the owner for the life of the lease contract (one to five years, renewable). The property, which was maintained by the local housing authority, had to meet local code standards prior to leasing and was returned to the owner in that condition at expiration of the lease. The owner had the right of low-income tenant selection, while the local housing authority had the right of tenant eviction.

Under Section 8, a family is obliged to pay from 15 to 25 percent of its total income towards the rent on a unit, and the difference between that amount and the market rent of the unit is paid by the Department of Housing and Urban Development (HUD). The law (Section 8) makes eligible for occupancy, in addition to families, single elderly, disabled or handicapped individuals, or one or more such individuals living with another person determined essential to their well being.

Analysis. Under the old Section 23 program, the local housing authority was responsible for management of the housing units. Under the new Section 8 program, management responsibilities remain with the owner of the units, although the owner may contract with other entities, including the local housing authority, to perform management obligations.

It is important to mention this feature of the program, because it is viewed as a factor which may restrict participation in the program by many property owners and developers who otherwise might find sufficient incentive in the occupancy and payment guarantees provided by the program. This owner-as-manager feature of the program is likely to result in a situation whereby property owners will be much more willing to participate in the program if the prospective tenants are elderly persons or couples who do not generate large maintenance requirements, than if the applicant represents a family with young children. As a result, the program may not easily achieve a balance between large and small households.

Under present circumstances, the City of Los Alamitos cannot fully participate in the Section 8 program because it does not have a local housing authority nor has it authorized the County Housing Authority to become active in the City. In order to fully participate in the Section 8 program, the City of Los Alamitos would have to exercise one of two basic options. One of these options would be for the City Council to pass a resolution to allow the Orange County Housing Authority to administer Section 8 Programs in the City. This option would not create any costs for the City and the contract formalizing such arrangement would be subject to termination by the City upon 30 days notice to the Orange County Housing Authority. The second alternative available is to establish a Public Housing Agency for the City of Los Alamitos. This option would create costs for the City commensurate with the amount of staff necessary to properly administer the programs.

The income eligibility limits for individuals and families who may wish to participate in the Section 8 program, if Los Alamitos chooses to inagurate the program locally, have already been established by the Department of Housing and Urban Development. These limits apply to all of Orange County and will be periodically reviewed and modified as required. They are based on estimates of median family income in the County and are presented in Table 15.

Tables 16 and 17 refer directly to Section 8 maximum allowable rents for all housing in Orange County. These rental limits are established by the Department of Housing and Urban Development and can be exceeded by 10-20 percent on a case by case basis. Separate schedules have been developed for existing housing units and those that may be constructed under the program.

TABLE 15

INCOME ELIGIBILITY LIMITS FOR LOW AND VERY LOW INCOME FAMILIES

	Low Income[1]	Very Low Income[2]
1 Person	$7,800	$4,700
2 Person	$10,000	$6,250
3 Person	$11,250	$7,000
4 Person	$12,450	$7,800
5 Person	$13,250	$8,400
6 Person	$14,050	$9,050
7 Person	$14,800	$9,650
8 Person	$15,600	$10,300

[1]Calculated at 80 percent of median income and adjusted for family size

[2]Calculated at 50 percent of median income and adjusted for family size

TABLE 16

MAXIMUM ALLOWABLE RENTS FOR EXISTING SECTION 8 HOUSING[1]

	Non - Elevator[1]	Elevator[2]
Efficiency	$151	$166
1 Bedroom	$171	$188
2 Bedroom	$202	$222
3 Bedroom	$233	$256
4 Bedroom	$264	$290

TABLE 17

MAXIMUM ALLOWABLE RENTS FOR NEW SECTION 8 HOUSING[1]

	Detached[2]	Semi-Row	Walk-Up	Elevator
Efficiency	----	----	$180	293
1 Bedroom	----	$249	$226	$340
2 Bedroom	$309	$290	$267	$406
3 Bedroom	$366	$343	$316	----
4 Bedroom	$443	$413	$365	----

[1]This schedule applies to all of Orange County and is based on gross rents; that is, it includes all utilities except telephone.

[2]Rents can be exceeded by 10-20 percent on a unit-by-unit basis.

State Legislation and Programs

Current Status of State Housing Activity

Although significant activity at the State level has generally been absent in the field of housing production, aside from the Cal-Vet housing finance program for California veterans, this situation is anticipated to change very soon. What is expected to bring about the change is the establishment of the new California State Housing Finance Agency.

Housing Finance Provisions

The major thrust of the legislation is to generate capital for the primary purpose of making construction and mortgage loans to housing sponsors to finance housing developments. The agency created by the legislation is known as the California State Housing Finance Agency. The principal source of funds will be generated through the sale of either tax-exempt revenue bonds and/or general obligation bonds. Priority consideration will be given to the needs of identifiable groups in the state which are determined by the agency to have particularly severe housing needs. Such groups may include, but need not be limited to, elderly and handicapped persons, large households, and persons and families displaced by governmental action or natural disaster.

Within this general statement of priority, the legislation further specifies that "subject to the availability of sufficient subsidies, not less than 30 percent of the total units receiving mortgage loans from the agency during each fiscal year shall be made available on a priority basis to very low-income households." The availability of sufficient funds is thought to refer to Section 8 rent subsidies, in that this is now the major subsidy program of the Federal government and no other branch of government is currently involved in providing subsidies.

Rehabilitation Provisions. Rehabilitation loans and mortgage loans may be provided at below market interest rates to low and moderate income families under a provision of the legislation establishing a "Participating Concentrated Rehabilitation Area." The Housing Finance Agency is authorized to establish such an area within a city or county, if a number of findings are made, including:

1. The area was selected by the governing body of the city or county after citizen participation.
2. There are a significant number of older and deteriorating structures in such area requiring rehabilitation or historic preservation.
3. Rehabilitation assistance is necessary to enable and encourage residents in such area to cooperate in a local program of concentrated code enforcement.
4. Rehabilitation of structures will arrest deterioration in the area.
5. Rehabilitation of structures in the area is economically feasible.
6. The local public entity has offered to contract with the agency to:
   a) Provide necessary supporting neighborhood public improvements and services, such as street improvements, tree planting, undergrounding of utility lines, and construction of drainage facilities in the area of which eligibility has been requested, and
   b) Provide concentrated and continuing enforcement of state and local housing and building standards in such area.

This portion of the legislation would apply to those areas of a city where there are a substantial number of dwelling units requiring rehabilitation.

Mortgage Assistance. Another programmatic aspect of the legislation is the "Participating Mortgage Funds Assistance Area." This allows the agency to designate such an area after receipt of an application from the local public entity (i.e. city, redevelopment agency, or housing authority) if the following findings are made:

1. Market interest mortgage financing is generally unavailable in the area.
2. Deterioration in the area has not progressed to a stage where there is a substantial number of structures which do not conform to rehabilitation standards. Alternatively, the area has deteriorated significantly, but is anticipated to be assisted, within the following three years, by a rehabilitation assistance program.
3. Unavailibility of mortgage funds is likely to be the primary cause of deteriorating structures located in the area in the future.
4. Mortgage assistance in the area is likely to prevent or arrest deterioration in the area.
5. Mortgage assistance in the area is economically feasible.
6. The area was selected after citizen participation
7. Agency activity in the area will primarily benefit persons and families of low and moderate income.

Analysis. While any analysis of the legislation is premature because the regulations and operational procedures are still under consideration, it is possible to analyze the form of the basic legislation. To this extent it seems clear that the crucial questions regarding the viability of the Housing Finance Agency center on the extent to which it can accomplish the following:

1. Market and administer bonds in a successful manner.

2. Provide loans for new construction and rehabilitation at interest rates that benefit the low and moderate income market.

3. Obtain subsidies from the Federal government to allow loans to penetrate to a level that would benefit very low income families.

4. Establish successful relationships with cities, counties and other local agencies at the program level.

5. Establish general political acceptance.

6. Serve that portion of the market not now generally served by the private market.

There are now more than 30 Housing Finance Agencies operating in the United States. Most have been established in the recent past, that is, since 1967. An analysis of the impact of these agencies on the production of housing, contained in a report entitled "A Report on the Feasibility and Desirability of State Involvement in Housing Finance in California," found that there was a heavy reliance by the agencies on the use of Federal housing subsidies:

> The reliance on Federal funds underlines a fundamental constraint that housing finance agencies face in seeking to meet the needs of their low income families for housing. Even with reduced interest long-term mortgages, state agencies have difficulty producing housing for other than moderate income families. Subsidies of some kind are necessary to take care of those families who are normally potential tenants for public housing programs. To provide housing for the lowest income families, typically, the state finance agency has to combine its below market interest rate loan with a Federal subsidy under the Section 236 program and the further assistance of the Rent Supplement subsidy program.

The clear implication of this finding is that the California State Housing Finance Agency may experience considerable difficulty in developing a program that produces housing for low and moderate income families in the state. This would seem to be especially true given that the 236 Multi-family interest subsidy program is no longer available to use in combination with other programs providing subsidy.

Marks-Foran Residential Rehabilitation Act

Another important provision of State law is found in the Marks-Foran Residential Rehabilitation Act. It was enacted in 1973 primarily in response to the moratorium placed on residential rehabilitation loans and grants by the Nixon administration pending an 18 month evaluation of several HUD programs. The Marks-Foran Act isessentially enabling legislation that allows local governmental agencies to issue bonds and bond anticipation notes for purposes of financing residential rehabilitation within a designated residential rehabilitation area. The law requires that prior to the issuance of any bonds or bond anticipation notes of the local agency for residential rehabilitation, the local agency shall by ordinance or resolution adopt a comprehensive residential rehabilitation financing program which shall include, but not be limited to, the following items:

1. Criteria for selection of residential rehabilitation areas by the local agency, which shall include findings by the local agency that:
   a) There are a substantial number of deteriorating structures in the area which do not conform to community standards for decent, safe and sanitary housing.
   b) Financial assistance from the local agency for residential rehabilitation is necessary to arrest the deterioration of the area.

c) Financing of residential rehabilitation in the area is economically feasible.

2. Procedures for selection of residential rehabilitation areas by the local agency, which shall include:

a) Provision for citizen participation in selection of residential rehabilitation areas.

b) Provisions for a public hearing by the governing body of the local agency prior to selection of any particular residential rehabilitation area by the local agency.

3. A commitment that, subject to budgeting and fiscal limitations of the local agency, rehabilitation standards will be enforced in 95 percent of the residential rehabilitation areas.

4. Guidelines for financing residential rehabilitation, which shall be subject to the following limitations:

a) Outstanding loans on the property to be rehabilitated, including the amount of the loans for rehabilitation, shall not exceed 80 percent of the anticipated after-rehabilitation value of the property to be rehabilitated, except that the local agency may authorize loans of up to 95 percent of the anticipated after-rehabilitation value of the property if such loans are made for the purpose of rehabilitating the property for residential

purposes, there is a demonstrated need for such higher limit, and there is a high probability that the value of the property will not be impaired during the term of the loan.

b) The maximum repayment period for residential rehabilitation loans shall be 20 years or three-fourths of the economic life of the property, whichever is less.

c) The maximum amount loaned for rehabilitation for each dwelling unit and for each commercial unit which is, or is not, part of a residence shall be seventeen thousand five hundred dollars ($17,500).

d) No more than 20 percent of any loan for residential rehabilitation shall be used for residential rehabilitation which is not required under the local agency's rehabilitation standards except that in the case of owner-occupied one-to-four dwelling unit properties, up to 40 percent of the loan for residential rehabilitation may be used for residential rehabilitation not required under the local agency's rehabilitation standards.

e) Loans shall not be made for the purpose of refinancing the outstanding indebteness of the participating party with respect to property which is subject to residential

rehabilitation, unless the cost of meeting the rehabilitation standards is at least 20 percent of the principal amount of the loan.

5. A requirement that a plan for public improvements necessary to successful rehabilitation of the residential rehabilitation area be developed, with input from citizens, for each residential rehabilitation area and that the plan for public improvements be adopted by the local agency prior to the financing of residential rehabilitation in any residential rehabilitation area, together with a commitment that, subject to budgetary and fiscal limitations, such plan will be carried out by the local agency.

Analysis. This Act does not provide any money for use by local government agencies. Rather, it enables such agencies to issue bonds for purposes of financing residential rehabilitation. As such, the local government and its agencies are totally responsible for initiating activity and establishing a viable program both in terms of administering the bonds and providing loans to property owners.

Cities are obliged to negotiate with potential bond purchasers and establish the entire range of activities and services that would be necessary to operate the program in a successful manner. Consequently, a considerable challenge is presented to local government should it decide to pursue activities under this Act. However, the advantage of local program control, within the guidelines established by the law, is an appealing factor that could motivate participation.

This would seem to be especially true because Federally funded programs, primarily Section 117 and Section 312 rehabilitation grant and loan provisions of the 1968 Housing Act, are no longer funded.

The City of San Francisco has embarked on a course of action to establish a program under the Marks-Foran legislation. It appears to be the leading city in California in this respect and has moved to the point of filing a friendly court case with the California Supreme Court to test the legality of the prime provision of the law whereby cities may issue bonds for purposes of financing residential rehabilitation. The lower court has ruled that the legislative provision is legal, and this judgement has recently been applied by both the Appelate and Supreme Courts of California.

THE HOUSING PLAN

Housing needs existing in Los Alamitos must be addressed in a well defined and coordinated approach that will result in the improvement of the physical condition of residences in the City and a lessening of the undersirable circumstances of economic hardship and substandard shelter for families and individuals. This chapter contains a comprehensive policy framework for the development of solutions to the various needs and problems that have been identified in the City. As such, this framework is called a Housing Plan because it provides a fundamental basis from which more specific actions can be taken.

In essence, the Housing Plan seeks to bring together the information on housing needs and the resources available for addressing these needs in an all encompassing policy statement. The policy statement is designed in a manner to clearly express intent and direction yet provides sufficient flexibility to accomodate the need for appropriate administrative latitude to implement and manage programs.

In this draft document, housing programs are presented as actions that may be initiated by the City to address housing needs and conditions. They should be considered for their appropriateness and applicability insofar as the needs and conditions presented in other parts of the Housing Element are concerned. The programs which follow are included as a necessary part of the Housing Element consistent with the guidelines of the California Council on Intergovernmental Relations.

Housing Goals, Objectives, Policies and Programs

Goals

1. To promote and encourage provision of adequate housing for all persons regardless of income, age, race, sex, or family status.
2. To promote and encourage provision of housing selection by location, type, price, and tenure, thus providing a variety of housing opportunities.
3. To promote and encourage open and free choice of housing for all.
4. To provide a guide for municipal decisions which affect the quality of the housing stock and inventory.
5. To determine and adopt appropriate policies and programs to achieve housing goals and objectives in the City.

Objectives, Policies and Programs

1. Objective

To encourage and promote the construction of new rental and ownership housing to relieve present needs for housing, resulting from dilapidated structrual conditions and housing cost as measured against available income.

Policies

1. To promote removal and replacement of dilapidated residential structures throughout areas in the city where such structures have been identified. Such removal and replacement should be encouraged on at least a one-to-one basis.
2. To encourage and promote the use of Federal and State funding programs to assist in the construction of new housing.
3. To review and amend the Zoning Ordinance, Building Code, and other applicable municipal statutes to eliminate, or modify as appropriate, requirements that unnecessarily present obstacles to new construction.
4. To encourage and promote the construction of housing in Los Alamitos to meet the needs of groups in the population who are disadvantaged. Such groups would include senior citizens, physically handicapped persons, low and moderate income families.

Programs

1. Removal of Dilapidated structures and replacement: Structures identified as dilapidated should be demolished. Once demolished, the City should actively promote the reconstruction of housing on the involved sites, unless the City has

identified a public use that would be appropriate for the site and elects to seek acquistion of the cleared land. This program is suitable for Study Area A, Expanded, and Analysis Area 5.

2. Neighborhood Revitalization and Improvement: A coordinated City effort should be directed at improving the quality of residential environments. This would include public infrastructure improvements such as the repair and improvement of streets curbs, gutters, lighting, tree planting. Such action would help to insure that conditions in residential areas will remain attractive. Study Area A, Expanded is appropriate for such revitalization and improvement.

3. Federal and State Financial Assistance: The use of Federal and State financial assistance for which the City qualifies should be encouraged to promote the objective of providing housing opportunities to relieve current needs.

II. Objective:

To encourage and promote the conservation and improvement of the existing housing stock to arrest physical deterioration.

Policies:

1. To encourage, promote and assist in the rehabilitation of existing housing units which require substantial renovating to prevent future dilapidation.
2. To encourage and promote the timely maintenance and repair of existing housing units which need minor repair to prevent possible serious deterioration in the future.
3. To encourage and promote the use of Federal and State funding programs to assist in the housing rehabilitation process.
4. To explore and adopt feasible municipal financing techniques to assist homeowners in the financing of rehabilitation.
5. To coordinate and provide for neighborhood resident participation in the programming of neighborhood capital improvement projects with actions to stimulate rehabilitation.

Programs:

1. Structural Evaluation: As a service to property owners, the City should make building inspectors available at a nominal cost to inspect existing residential structures to determine the work needed to properly improve these properties.
2. Contractor Registration: The City should provide a list of contractors with appropriate rehabilitation experience and financial responsibility to interested property owners.

3. Financing Information: An informational service designed to offer property owners assistance in securing financing to rehabilitate their properties should be considered. This service could also combine the active involvement of financial institutions interested in participating in property improvement loan programs.

4. Federal and State Financial Assistance: Continued use of Federal and State financial assistance by the City and by property owners should be encouraged. To facilitate such use, designation of specific areas of the City for substantial rehabilitation activity should be made.

5. Rehabilitation Loan Program: The City should investigate the establishment of a revolving loan program with interest rates below conventional market rates for rehabilitation, under the provisions of applicable Federal and State legislation.

6. Tax Incentives: The use of tax abatement and other tax relief measures should be considered by the City as an incentive to induce property owners to undertake rehabilitation and repair of their properties. Such measures might include relief of City property taxes for the value of improvements for a stated period or deferral of payments for a specified period.

7. Code enforcement: In order to monitor building conditions and insure the continous maintenance and repair of structures in Los Alamitos, a regular program of building inspection should be instituted by the City. Primary attention should be given to those neighborhoods having substantial levels of physical deterioration, such as Area 5 and Study Area A Expanded.

III. Objective:

To actively encourage and promote the conservation and improvement of the quality of the City's residential neighborhoods.

Policies:

1. Support the existing sense of pride in neighborhoods by encouraging programs which heighten resident awareness of neighborhood identification.
2. To encourage and promote the development of neighborhood planning involving a representative cross-section of the neighborhood's residents.
3. To encourage resident and/or owner sponsored improvements and to supplement these improvements with public facility and service upgrading to assure resident confidence in continued neighborhood viability.
4. To seek and use available Federal and State financing assistance to improve neighborhoods.
5. To encourage and promote conservation of areas of historic, architectural and scenic value as a part of neighborhood conservation.
6. To preserve the physical character of existing neighborhoods so that any physical changes such as density modifications will be consistent with resident desires.

Programs:

1. Neighborhood Planning Councils: The City should establish Neighborhood Planning Councils composed of local residents, both owners and tenants, to consider and participate in the programming and evaluation of policies and plans to be implemented within their neighborhoods. Reports prepared by the Neighborhood Planning Councils on the formulation of plans and the evaluation

of specific projects and/or actions affecting the neighborhood shall be made part of the public record on the specific policy, plan, and/or project.

2. Neighborhood Plans: City staff and appropriate resources should be provided to develop neighborhood specific plans with the assistance of local residents whenever such plans are initiated.

3. Public Improvements for Residential Neighborhoods: The existing public infrastructure should be systematically examined by the City to determine whether modifications can be made to reinforce neighborhood character and identity. Activities such as potential street tree planting, street closings and extensions, development of mini-parks, and neighborhood facilities should be considered.

4. Historic, Architectural, and Scenic Preservation: Where properties or streetscapes of historic, architectural, or scenic value exist, every effort should be made to retain them.

5. Neighborhood Clean-up Campaigns: Where blighting influences in neighborhoods are cosmetic in nature and can be solved by concerted neighborhood clean-up campaigns, the City should support such efforts.

IV. Objective:

To encourage and promote residential and neighborhood planning which maximizes environmental and economic benefits while minimizing adverse and indesirable impacts so as to provide for the maintenance and conservation of the existing urban enviornment.

Policies:

1. To promote the use of new and innovative concepts in housing design, construction technology, and energy conservation by encouraging the design of efficient new

housing units and site plans, mechanical systems, residential appliances and building materials.

2. To provide for periodic review and evaluation of the quality of the neighborhood environment regarding the condition and availability of public facilities and services.

3. To continue to provide programming for City capital improvement projects in order to maintain and improve neighborhood quality.

4. To encourage and promote provisions for related neighborhood commercial and institutional facilities and services.

Programs:

1. Regulatory Changes: The City should review and amend, where appropriate, the zoning ordinance, building code and other related statutes and regulations to offer greater flexibility in future residential design concept.

2. Planned Residential Development Guidelines: Planned residential development guidelines should be formulated and adopted by the City to obtain better design and variety in future housing and more efficient land utilization. Development incentives should be available to encourage the use of this concept.

3. Capital Improvement: The scheduling of capital improvement expenditures should be based upon existing and anticipated deficiencies in the neighborhood environment over a five year period.

V. Objective:

To assure a free and open choice of housing for all residents and to encourage and promote the availability of a variety of housing types throughout the City.

Policies:

1. To affirmatively support public and private efforts to eliminate barriers to freedom of choice in housing for all groups in the City.
2. To encourage and promote a diversity of housing types throughout the City in order to offer price and tenure options.
3. To encourage and promote increased communication and dialogue among housing producers, lenders, consumers, and appropriate City and County representatives.

Programs:

1. Public Actions Evaluation Program: The City should determine whether any of its policies or programs lead to de facto discrimination in housing, and change any policies or programs found to produce such discrimination in housing.
2. Private Practices Evaluation Program: The City should act to preclude such discriminatory practices as steering, and redlining and unlawful block-busting and other renting and selling discriminatory practices by working with existing public agencies and private groups.
3. Plan Evaluation Program: Through the plan review process, the City should encourage housing producers to provide a range of housing sales and rental costs and unit sizes consistent with overall needs, including those of the housing disadvantaged.

VI. Objective:

To assure the availability of adequate housing resources of appropriate cost to meet the needs of persons displaced by governmental actions.

Programs:

1. Relocation Programming: The City should make effective use of relocation programs in accordance with Federal and State law mandating relocation housing due to displacement by public projects. Under such programs, decent, safe and sanitary replacement housing shall be made available to prospective displacees at price ranges not in excess of what they had been paying prior to displacement.

VII. Objective:

To encourage and promote fully representative citizen participation in the formulation, implementation, and review of housing policies and programs on a continuing basis.

Policy:

1. To effectuate fully representative participation on an ongoing basis in the housing decisions of the City.

Program:

1. Citizens Advisory Housing Committee: In accordance with State legislation requiring an annual review of progress in implementing housing goals, objectives, policies, and programs, the City should establish a Citizens Advisory Housing Committee which fully represents the residents of Los Alamitos.

V. ENVIRONMENTAL IMPACT REPORT

I. INTRODUCTION

KDG, an architectural and planning consulting firm, has prepared the Housing Element which will become a part of the General Plan of the City of Los Alamitos. This General Plan element is one of the elements mandated by state law. Under the provisions of the California Environmental Quality Act of 1970, the city is required to prepare and submit an Environmental Impact Report (EIR) on the proposed Housing Element to the local planning agency.

This EIR is required by Section 15037(a)(1) of the Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (CEQA Guidelines). CEQA defines "project" as:

> "...an activity directly undertaken by any public agency including but not limited to...adoption of local general plans or elements thereof pursuant to Government Code Sections (65100-65700)."

By defining General Plan Elements as "projects," the guidelines place review of the elements under the jurisdiction of Section 21151 of CEQA, which states:

> "All local agencies shall prepare, or cause to be prepared by contract, and certify the completion of an

> Environmental Impact Report on any project they intend to carry out or approve which may have a significant effect on the environment."

There are two options for satisfying CEQA requirements regarding preparation of the EIR. One is to incorporate environmental assessments within the element itself; the second is to prepare a separate EIR for the plan elements.

In order to conform to the CEQA requirements, the first option was chosen and this draft has been prepared. It defines the existing environmental setting, the potential impacts of the Housing Element and the mitigation measures involved in the Element.

Hopefully, this EIR will have the secondary benefit of increasing the community's awareness of the housing situation in the city through an analysis of the recommendations contained in the Housing Element and their effect on the city.

In this respect, it is important to note that the Housing Element is part of the General Plan which means that it must address the entire city in general terms. CEQA guidelines describe how an EIR for the Plan Elements is to be written. Section 15147 states:

> "Degree of Specificity. The degree of specificity required in an EIR will correspond to the degress of specificity involved in the underlying activity which is described in the EIR."

With regard to this EIR, the identification of the impacts and their magnitude has by necessity been kept general because of the nature of the recommendations contained

in the Housing Element. As particular development proposals are prepared, specific EIR's on those projects would be required to a greater level of specificity than this EIR.

II. PROJECT DESCRIPTION

Government Codes Sections 65800 - 65700 mandate the preparation and adoption of nine various General Plan Elements, one of which is the Housing Element. This element is intended to be used as a guideline for policy making in the city as part of the General Planning process.

Authority for the Housing Element is contained in Section 65302(c) of the Government Code. This section states that the Housing Element should contain standards and plans for the improvement of housing and for provision of adequate sites for housing. It also states that the plan shall make adequate provision for the housing needs of all economic segments of the community.

The advisory Guidelines for Local General Plans prepared by the California Council on Intergovernmental Relations suggest that the Housing Element contain goals, methodology, relationship to other General Plan Elements, and methods of implementation. This EIR addresses the goals and objectives of the Housing Element. It is these recommendations that are the project impacts of the Housing Element as defined by the Government Code.

Project Proponent

The proponent of the Housing Element is the City of Los Alamitos. The Housing Element has been prepared by Kennard, Delahousie and Gault under supervision of the Department of Public Services.

Project Location

The City of Los Alamitos is the geographic area of concern of this Element. It is located in the western area of Orange County and includes about 3.8 square miles of land. See Map 1.

Project (Element) Objectives and Principle Components

A number of Housing Goals have been developed. Along with these goals, a set of objectives, policies and programs have been identified which are intended to help the city realize the goals. The goals, objectives and the set of policies and programs are found on Pages 62 through 71 in the Housing Element.

III. DESCRIPTION OF THE ENVIRONMENTAL SETTING (HOUSING) AND POTENTIAL IMPACTS OF THE PROPOSED PROJECT ON THE ENVIRONMENT

The focus of the Housing Element is the issues concerned with the supply, availability, location and characteristics of the housing stock in the city. Therefore, the relevant environmental setting for the Housing Element is the current housing conditions in the city, since this is the environment (specifically the "housing" environment) that will be affected by the implementation of the Housing Element. The anticipated impacts are identified in this section after a summary of the existing housing conditions in the region and the city.

Regional Housing Setting

The Southern California region, as defined by the Southern California Association of Governments (excluding Imperial County) contained approximately 3.5 million dwelling units in 1970. The great majority of these units were located in Los Angeles and Orange Counties. SCAG estimates that approximately one million new units have been added to the housing stock in each of the past decades.

Potential Impacts of Housing Element

The implementation of the Housing Element will have significant effects on the environment. Most of these impacts will be limited to the housing environment, while some will effect other components of the natural and man-made environmental. Both impacts could have short-term and long-term effects.

Effects on the Housing Environment

Overall, the Housing Element recommendations will have beneficial effects, both short and long term, on the housing environment. Because the planning and development of housing involves a period of years, the short-term impacts will be realized gradually. Over the long-term, more than 10 years, implementation of the Element's policies and programs can be expected to significantly improve the housing situation in the city.

It is impossible to determine the exact nature or scope of the long term development with respect to the Housing Element. To a certain extent, the beneficial impacts of the recommended housing policies may not be perceived equally by all residents of the city. However, if the whole city is taken as the level of analysis, definite positive effects of the Housing Element are anticipated. By providing for improvements in designated areas of the city, the residential quality of the whole city is improved.

In order to identify the specific effects on the housing environment that can be anticipated, the following analysis of the recommended goals and objectives is presented.

Goals

The Goals primarily address the variety of housing, the freedom of choice of housing

and the adequate quality of housing which should be available in the city. Since these goals are all inclusive of the Element, their potential impacts will generally be of the kind described below for the more specific Objectives. These effects should be overall beneficial long-term impacts with little change in the very short term.

Objective I - New Construction. If the city is able to encourage construction of the types of housing needed to provide for current housing needs, a major beneficial citywide impact will result. The social importance of adequate housing and neighborhood identification is well documented, and any new construction which improves the current housing conditions will have positive effects. However, because available land for new construction is scarce, and the city does not anticipate any large scale clearance type projects, the amount of future new construction is expected to be minor. Essentially, new construction would be expected to occur on:

1. Small undeveloped parcels.
2. Parcels made available by demolition of dilapidated housing.
3. Parcels where recycling to higher densities is permitted.

Objective II Conservation/Improvement of Existing Housing Stock. A primary housing resource of the city is the existing housing stock. This objective addresses ways in which the city can encourage the optimal use of this housing resource. By promoting rehabilitation, timely maintenance, use of governmental funding and tax relief policies, the city can substantially increase improvements made by property owners in the existing housing stock. The net result of this objective could be the upgrading of the substandard

housing units, and through the financing and tax relief measures, keep the housing within the reach of the present residents.

Objective III - Conservation/Improvement of Neighborhoods. This Objective focuses on the neighborhood rather than individual housing units. The emphasis is on preserving and improving existing neighborhoods with both public and private expenditures. These measures should increase the stability of neighborhoods and in that way can be considered beneficial impacts. The social significance of neighborhoods can be increased through clean-up campaigns and preservation of historic or scenic buildings. These historic and scenic buildings must be chosen carefully to avoid problems of applying this concept too loosely.

Whenever the density of a neighborhood is proposed to be modified, it should be determined that the character of that neighborhood will not be adversely affected in either social terms of economic terms. The Neighborhood Planning Councils should be aware of the potential changes that may result from density modification. This practice would be consistent with accepted practices of citizen participation.

Objective IV - Residential Planning to Maximize Environmental and Economic Benefits. This Objective seeks to maximize the need for the necessary environmental and economic considerations of producing housing. By encouraging innovative planning and design, it may be possible to achieve some efficiencies with respect to both energy conservation and variety of housing alternatives. This planning should have a beneficial impact on the physical, social and energy components of the environment.

Objective V - Availability of a Variety of Housing Types. This Objective has to do more with the social aspect of housing, that is, the variety and availability of housing types for all residents. Because a basic premise of our society is that individual freedom and choice are rights of all, this objective reiterates that point with respect to housing opportunities. The impact will be positive in both the short and long term. This objective is reinforced by state and federal laws.

Objective VI - Housing Resources for Displaced Persons. Although the city does not now plan any activities which will result in the displacement of individuals and families, it is important to establish, in the Housing Element, that city policy on this subject is consistent with applicable state and federal law.

Although the social trauma of being relocated is difficult to offset, if adequate housing in a reasonable location can be provided then a significant part of the anxiety of being relocated can be removed. The effect of this objective should be to significantly reduce the potential negative effect connected with projects or actions where displacement occurs.

Objective VII - Citizen Participation in Housing Policies/Programs. To insure that the decision and policy makers within the city are involved in a process of ongoing dialogue with the residents, this Objective proposes a method of citizen input into the housing

decisions of the city. The effect of this recommendation should be to improve the level of input from the residents and insure that their views are considered by the policy makers. This should have a positive social effect on the city through the formulation of housing policies and programs directed toward the needs of the residents. This assumes that all segments of the residents are adequately and fairly represented.

Effects on Other Resources

The direct effects of the Housing Element on various aspects of the housing environment are generaly beneficial as detailed above. The second category of impacts deals with the effect of the Housing Element on the resources of the city, other than housing. In order to identify the effect of the Housing Element on other aspects of the environment, the following analysis has been completed. For each of 12 environmental resources, the anticipated effect of the Housing Element is given. Because of the generality of the Housing Element, only qualitative and relative degree of impact can be stated at this time.

Atmospheric. The primary source of adverse impacts on atmospheric conditions comes from vehicle trip miles within the regional air basin. Any of the recommendations which would serve to increase residential densities or encourage new construction, (Objective I), and therefore result in an increase in the number of automobiles, would have a negative

impact on the atmosphere. However, because the amount of increase in population in the City is expected to be small, whether measured in any single year or period of several years, the net impact of such increase is not expected to be significant.

Moreover, the fact that Los Alamitos is located generally downwind from two major freeways and a fossil fuel burning power plant is undoubtedly more significant in terms of air quality than conditions created by resident motorists.

Also, the number of cars with more effective pollution control devices (for certain pollutants) will increase in the future as the mix of cars on the road includes a higher percentage of newer cars. The lower emissions per vehicle mile anticipated in the future should reduce the negative effect of the increased automobile use to an insignificant level.

Water. Any recommendations which call for new construction and an increase in population potentially will affect the water resources of the city. The conversion of any vacant land in the city to developed housing will increase the amount of runoff, thereby, reducing the amount of water available to percolate into the aquifer and water bodies. However, since the runoff is directly related to the limited rainfall in the basin, the effects on water quality will be minor over both the short and long term. An additional factor to be considered is that very little vacant land is available for conversion to housing.

Earth. Disturbance of the existing relatively flat topography is not anticipated. Any potential subsidence and seismic problems will need to be identified and evaluated as proposals are prepared for projects in specific locations.

Vegetation and Wildlife. Any effects whether positive or negative on this component are anticipated to be minimal. New landscaping done in conjunction with rehabilitation and new construction efforts may slightly increase the amount of vegetation within the city. The amount of such landscaped areas are not anticipated to be environmentally significant.

Because the city is essentially built to near capacity, it is reasonable to contend that adverse impacts on wildlife, to the extent that they were likely, have already occurred. Thus, a minimal amount of new construction would be insignificant in this regard.

Noise. Aside from the temporary noise that would result from construction equipment, no significant noise impacts are expected to result from implementation of the Housing Element.

Visual Quality. The rehabilitation and maintenance activities will result in improvements to visual conditions in the city. As inadequately maintained buildings are removed or rehabilitated, additional landscaping is planted, and streets are upgraded, the visual quality will increase.

The recommendations which call for innovation in residential development design and planning should increase the variety of types and forms of buildings which will add interest to the visual environment.

Transportation. In the cases of housing for elderly and low income groups, consideration of public transportation is especially important because these groups are usually transit dependent. The development of the land use pattern can directly affect the success and viability of a public transportation system. The recommendations of the housing element will not significantly affect existing transit services or opportunities.

Cultural. Archaeological resources are not expected to be impacted to any significant degree in that no extensive excavation of the land would result from implementation of the Housing Element. Additionally, none of the institutional resources of Los Alamitos are expected to be significantly affected.

Land Use/Design. Rehabilitation, maintenance and code enforcement recommendations are not expected to have a significant effect on land use. The emphasis is to improve the condition of existing buildings and retain the residential uses. Accordingly, positive effects should follow implementation of these recommendations.

Socio-Economic. A basic premise and in fact goal of the Housing Element has been to encourage the provision of housing for all socio-economic groups currently found in the

City. The housing needs of different segments of the residents have been addressed and the recommendations adequately serve to encourage maintenance of a homogeneous population.

A policy to support efforts to eliminate barriers to freedom of choice is recommended to insure that housing opportunities throughout the city are open to all. The effect of the Housing Element recommendations should be beneficial in that they encourage accommodation of all the socio-economic groups found in Los Alamitos.

Rehabilitation and code enforcement programs may require expenditures by residents or property owners. Such expenditures may be beyond the ability of some households, and consequently, recommendations have been included to provide financial assistance as appropriate. Thus, adverse impacts on households would be minimized.

Utilities. Because only a minimal amount of new construction is anticipated, non-significant impacts on utilities are expected. The adequacy of utility systems will need to be evaluated for specific development proposals in specific locations.

Rehabilitation and code enforcement activities are not expected to increase the load upon the utility systems because they will maintain the existing densities and uses in the areas.

Public Services. This category includes the services provided by all levels of government and various service organizations and the facilities used to provide these services.

Because the basic circumstances of density and population are not expected to change significantly, no adverse impacts of consequence are projected.

In the case of recreational facilities, many developers now provide a number of recreation amenities in new projects. Although there are likely to be only a few developments in the city of sufficient size to warrant the inclusion of such amenities, to the extent that they are provided, a positive impact will result.

Rehabilitation and code enforcement activities are not expected to increase the loads upon the public services facilities because they will maintain the existing densities and uses in the areas.

Energy. Objective IV directly addresses a balance between improvement of housing opportunities and environmental considerations. Recommended policies and programs which will encourage the design of energy efficient structures and mechanical systems will have beneficial impacts on the consumption of energy. More efficient heating and cooling units and improved insulation will help to conserve energy.

IV. ADVERSE IMPACTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The anticipated impacts of the Housing Element recommendation were discussed in the previous section. Supplemental discussion on the adverse impacts is contained in this section. The Housing Element is comprised of five housing goals and seven objectives to realize the goals. When possible, these have been analyzed both individually and in combination with one another.

This section first addresses recommendations subject to supplemental CEQA determination (negative declarations, exempt, or EIR). It then addresses those recommendations that would have an adverse impact if implemented.

Type of CEQA Jurisdication Over Housing Element Recommendations

The recommendations of the Housing Element are subject to one of three categories of jurisdiction according to CEQA: Some may have an exempt status (no negative declaration or EIR is required); some may be given a negative declaration which states simply that no significant environmental impact is anticipated and an EIR need not be prepared; and

thirdly, are those recommendations that may have a significant impact and an EIR is required. The following table summarizes the recommendations of the Housing Element and categorizes the type of CEQA jurisdiction that is applicable. The potential for adverse impact does not imply a major degree of impact. The anticipated degree of each impact was discussed in the previous section of the EIR.

DETERMINATION OF CEQA JURISDICTION OVER PROJECT

ACTIVITIES POTENTIAL ADVERSE EFFECTS

Activity	Exemption	Negligible Impact	Significant Impact
New Construction			
Removal/Replacement			Multiple
Federal/State Funding			Multiple
Amend Ordinances/Codes	Categorical		
Special Use Housing			Multiple
Unsafe Building/Infill Housing			Multiple
Housing Conservation			
Rehabilitation			Multiple
Minor Repair	Categorical		
Federal and State Funding			Socio-Economic
Municipal Financing			Socio-Economic
Coordinate C.I. Project		Public Service	
Structural Evaluation	Categorical		
Contractor Registration	Categorical		
Financing Information	Categorical		
Federal and State Financial Assistance			Socio-Economic

DETERMINATION OF CEQA JURISDICTION OVER PROJECT

ACTIVITIES POTENTIAL ADVERSE EFFECTS

Activity	Exemption	Negligible Impact	Significant Impact
Rehabilitation Loan Program	Categorical		
Tax Inventives			Socio-Economic
Code Enforcement			Socio-Economic
Neighborhood Conservation			
Pride	Categorical		
Neighborhood Planning	Categorical		
Public Facilities/Services			Multiple
Federal and State Financing			Multiple
Historic Preservation			Multiple
Preserve Character			Multiple
Neighborhood Planning Councils			Multiple
Neighborhood Plans	Ministerial		
Public Improvements	Categorical		
Historic, Architectural and Scenic Preservation	Categorical		
Neighborhood Clean-Up Campaigns	Categorical		
Environ/Housing Planning			

DETERMINATION OF CEQA JURISDICTION OVER PROJECT

ACTIVITIES POTENTIAL ADVERSE EFFECTS

Activity	Exemption	Negligible Impact	Significant Impact
Innovative Concepts			Multiple
Evaluation of Facilities	Categorical		
Capital Improvement	Categorical		
Commercial/Institutional Facilities			Multiple
Regulatory Changes			Multiple
Planned Residential Development Guidelines			Multiple
Capital Improvement	Categorical		
Open Housing			
Freedom of Choice	Ministerial		
Promote Housing Diversity			Multiple
Communication	Categorical		
Public Action Evaluation Program	Ministerial		
Private Practices Evaluation Programs	Categorical		
Plan Evaluation Program	Categorical		
Adequate Housing			
Relocation Programming	Categorical		

DETERMINATION OF CEQA JURISDICTION OVER PROJECT

ACTIVITIES POTENTIAL ADVERSE EFFECTS

Activity	Exemption	Negligible Impact	Significant Impact
Citizen Participation			
Housing Decisions	Categorical		
Housing Committee	Categorical		

V. MITIGATION MEASURES PROPOSED TO MINIMIZE ADVERSE IMPACTS

The recommendations of the Housing Element will have some negative impacts to accompany the beneficial impacts. Those that are totally or partially unavoidable have been summarized in the previous chapter. In this chapter, those adverse impacts that can be minimized and their mitigation measures will be discussed.

Socio-Economic

Specific adverse Socio-economic impact of the Housing Element that needs mitigation is:

1. Imposition of at least temporary financial hardships on those least able to afford them.

Mitigation of this impact would result from implementation of a financial assistance program as recommended in Objective II of the Housing Plan. The Housing and Community Development Act of 1974 provides authority and funding for loans to individuals directed at improving the quality of residential structures.

Atmospheric Resources

The possible adverse impact of deteriorated air quality in the local area can be avoided. The mitigation measures include (1) control of density; and (2) encouraging the use of public transit.

Earth Resources

The mitigation measures with respect to the seismic and subsidence problems lie in adherence to the Building Code.

Noise

Construction noise is a necessary part of any construction activity. Limiting construction to daylight hours of normal activity should substantially eliminate the worst effect of this noise impact.

VI. ALTERNATIVES TO THE PROPOSED ACTION

Because the Housing Element is one of nine mandated elements required by state law, there is no real alternative to the project. To not prepare a Housing Element within the mandated time limit would place the city in violation of state law. Thus, the "no project" alternative is not viable.

VII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The long-term productivity of the environment of the City of Los Alamitos is directed to sustaining a variety of urban land uses and activities in a balanced community. To maintain this balance and to provide opportunity for a variety of socio-economic groups, it is necessary for the city to adopt housing goals, policies and programs that allow and encourage such variety. The Housing Element contains such policies and program. Because most of the residential land in Los Alamitos is developed, there will be a few areas where the land would be developed for a short-term use at the cost of long-term productivity. The types of changes and investment which are foreseen for the city are the type which are long-term investments in keeping with the general development pattern of the city. No premature commitment of the environment is foreseen which would adversely effect its long-term productivity.

The policies and programs of the Housing Element have been purposely formulated to optimize the beneficial long-term effects on the city at the sacrifice of short-term inconveniences such as construction dust and noise.

VIII. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

The irreversible impacts that will result from the implementation of the activities contained in the Housing Element will be new construction activities and the commitment of the land for new housing construction.

The reuse of land for residential buildings should be considered a permanent irreversible commitment of the land because of the size of investment required and the length of time over which investment can reasonably be amortized.

The programs in the Housing Element will consume irreplaceable material and energy resources, but the general improvement in neighborhood conditions should outweigh these impacts. It is likely that these resources would be consumed somewhere in the immediate region to provide housing if not in Los Alamitos.

IX. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

The direct impacts of the policies and program recommended in the Housing Element will be small. The intention of the Housing Element is to be a guideline by which adequate housing can be provided for the present and future residents of the city. The Housing Element does not advocate an increase in population, nor will any of its policies significantly cause the population to increase at a rate beyond that which has occurred since 1970.

No significant changes to the economic growth and development of the city are anticipated. Additional future residents will likely fall within the same general socio-economic profile as existing residents. If this is the case, little impact on the employment, sales and income levels are anticipated. As with the physical changes, the economic indicators will change gradually as much a function of normal evolution of the fabric of the city as a function of any particular housing program.

ADDENDUM

Subsequent to the completion of the Housing Element and its adoption by the Los Alamitos City Council, a special census of population and housing was conducted in the city during January of 1976. The results of that census are included in here in order to provide the reader with the most relevant and timely data available.

CITY TOTAL SUMMARY:

Housing Type	Housing Units	Vacant Units	Percent	Households	Household Population	Pop. Per HH	Group Quarters	Total Population
1	2120	35	1.65	2085	7088	3.40		
2-4	855	51	5.96	804	2241	2.79		
5+	494	46	9.31	448	998	2.23		
Subtotal	3469	132	3.81	3337	10327	3.09		
Trailers	125	3	2.40	122	214	1.75		
Misc.	1	0	0.	1	2	2.00		
TOTALS	3595	135	3.76	3460	10543	3.05	360	10903

NOISE ELEMENT

FOR

CITY OF LOS ALAMITOS

SEPTEMBER 1976

OLSON LABORATORIES, INC.
2130 SOUTH DUPONT DRIVE
ANAHEIM, CALIFORNIA 92806

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INTRODUCTION

A quiet environment is a valuable resource, necessary for the physical and psychological well-being of the community. Unfortunately, urban living and the by-products of technology have been responsible for raising the noise levels in our cities at the rate of 1 decibel per year for the past 30 years.

The State of California has recognized the seriousness of noise pollution and has responded by mandating the requirement of a Noise Element to the General Plan. Government Code Section 65302 (g) require "A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements...." In addition, the California Council on Intergovernmental Relations (CIR) has issued guidelines for the preparation of noise elements that both extend the scope of the noise element and modify the content as prescribed by the legislative mandate. These guidelines have been applied in the preparation of this Noise Element to the Los Alamitos General Plan.

PURPOSE

Noise is unwanted sound. The City of Los Alamitos is faced with growing numbers of noise polluters such as trucks, aircraft, motorcycles and various types of powered equipment. As a result, high noise levels are often a threat to the physical and psychological well-being of citizens by pervading work, leisure and sleep.

The purpose of the Noise Element is to provide a guide for city officials, other concerned governmental agencies, and individual citizens concerned with achieving a

quieter environment in Los Alamitos. The Element is intended to establish policy and program uniformity in regard to actions taken to eliminate or minimize noise pollution in the City.

The Noise Element is an outline for a comprehensive noise control program. The Noise Element identifies the sources of community noise, analyzes the extent of noise pollution, and estimates the potential noise impact upon the City of Los Alamitos. This identification process, in turn, provides the basis for goals, recommendations, and implementation programs designed to create a quieter environment in Los Alamitos.

All noise control programs outlined in the Noise Element imply a commitment of community resources to fulfill their objectives. The City must first establish the criteria for a quiet environment, based on accepted health and welfare data, and coordinate these criteria with the noise criteria of other local, State and Federal agencies. Implementation must also balance what is practically achievable against what is merely desirable. The primary consideration should be to balance the benefits of a quieter environment against the technological feasibility and economic viability of the proposed programs to achieve it.

THE NOISE PROBLEM

The City of Los Alamitos has developed from an agricultural area with some industry into a residential suburban community. This change has been accompanied by growing numbers of noise polluters such as trucks, aircraft, buses, motorcycles and various types of motor-powered equipment. As a result, high noise levels are often a threat to the physical and psychological well-being of Los Alamitos citizens by pervading work leisure and sleep.

It is important to ask how noise has become an environmental problem and why, until recently, little has been done to control it. The answers include ignorance of noise-associated health effects, attitudes toward noise, adaptation to higher noise levels, priorities of other issues, complexity of noise and its measurement, costs of abatement, and multi-jurisdictional responsibility. All of these factors are interrelated.

Health Effects

Fundamental to the concern for noise pollution is its harmful effects on human beings. These effects of noise on people range from annoyance and inconvenience to temporary or permanent hearing loss. In addition to hearing loss, physical disorders attributable to noise include chemical and physiological reactions involving the heart, blood, skin, eyes, and stomach. Adverse psychological responses range from frustration to fear with unconscious disruptions of the nervous system.

Noise also has adverse effects on other human activities such as communications, sleep, and work performance; thereby contributing to annoyance and indirectly affecting the general health and well-being of an individual.

Certain age groups are particularly affected by an adverse noise environment. Older people usually have suffered from hearing loss over time and, consequently, have trouble defining certain sound levels. Young children have difficulty understanding adults because they have not learned to distinguish between the sounds of words and environmental noise. This can be a significant problem in the learning process because schools are often located near noisy roadways.

Noise Attitudes

One of the greatest obstacles to creating a quiet environment lies in people's attitudes toward noise. Noise is often equated with better performance. In many cases, persons refuse to buy quieter equipment which is identical in every other way to noisier machines. Actually, noise has little to do with performance. The use of noisy machines endangers a person's hearing and work performance and contributes to higher noise levels in the community.

Adaptation

Many people believe they can adapt to noise. Normally, adaptation to environmental conditions is a common occurrence. Unfortunately, there is little physical adjustment to noise by the human body. The ear does not adapt to high noise levels but suffers various degrees of hearing loss. Hearing loss may be falsely recognized as mental adjustment. In addition, people may partially adjust to noise during sleep but the quality of sleep will be lessened.

Priorities of Other Issues

Noise pollution is invisible; thus, attracting far less attention than air and water pollution. In addition, major social concerns such as housing and crime often must take priority over programs to reduce noise. It is important, however, to recognize the relationship between noise and other societal ills. Noise is directly related to the design of a city and, thus, the livability of the city's environment. If buildings and homes are felt to be undesirable because of adverse noise levels, high tenant turnover and building deterioration are likely to occur or to accelerate. As the entire urban environment becomes subject to

noise pollution in conjunction with other urban problems, the impairment of the economic health and growth potential of the city may follow and, thereby, reduce the desirability of the city as a place to live.

Complexity of Noise and its Measurement

Noise is a highly technical subject and, thus, often difficult for the nonengineer to understand or control. Sound is created when an object vibrates and radiates part of its energy as acoustic pressure fluctuations or waves through a medium such as air, water, or a solid. The ear, the hearing mechanism of humans and most animals, receives these sound pressure waves and converts them to neurological impulses which are transmitted to the brain for interpretation.

Sounds may be perceived as loud, soft, noisy, quiet, and high- or low-pitched. These subjective terms are all relative and do not convey technical information about the sound. There are two parameters that are used technically to describe simple sounds:

- Amplitude - In units of decibels (dB). The amplitude of a sound is a measure of the pressure or force that a sound can exert. Subjectively, a sound is louder if it has an amplitude larger than another sound. Thus, the amplitude of sounds can be described either in terms of measurable magnitude in dB or in relative terms of loudness.

- Frequency - In units of Hertz (Hz). The unit of frequency, Hertz, means cycles per second and refers to the number of times that the acoustic pressure (amplitude) peaks in each second. Subjectively, a sound that has more

cycles per second is higher pitched. High-pitched sounds are produced by a rapidly vibrating sound source and conversely, low-pitched sounds are from a more slowly vibrating source.

The range of frequencies that sound may have is dependent on the medium through which it propagates. In air, sound may have frequencies from less than 1 Hz to over 50,000 Hz. Various species of animals perceive sound in different frequency ranges because of the characteristics of their auditory systems. Humans perceive sound in the frequency range from approximately 20 Hz to 20,000 Hz. However, the human ear is not equally sensitive to all frequencies. Normally, people are most sensitive to the frequencies between 1,600 Hz and 5,000 Hz.

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale was devised to relate noise to human sensitivity. The A-weighted db (dBA) scale performs this compensation by discriminating against frequencies both above and below 1,000 Hz in a manner approximating the sensitivity of the human ear.

The standard unit of noise measurement is called the decibel (dB). The dB level of zero is the lowest sound that the healthy, undamaged human ear can detect. All noise is measured in a logarithmic scale.

Doubling the sound pressure of a noise source causes the decibel rating to be increased by only 6 dB due to the logarithmic nature of the noise scale. However, due to nonlinearities in the mechanism of the human ear, a sound must be nearly 10 dBA higher than another to be judged twice as loud. It follows that a sound of 20 dBA is four times as loud and 30 dBA is eight times as loud. Decibels usually describe single noise events.

Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). The average level of conversation ranges from 60 to 80 dB. Sound becomes discomforting at 120 dB and physically painful above 140 dB. Examples of various sound levels are shown in Figure 1.

Several rating scales have been developed for the measurement of community noise. These scales average several noise events. These scales account for:

a) The parameters of noise that have been shown to contribute to the effects of noise on man.

b) The variety of noises found in the environment.

c) The variations in noise levels that occur as a person moves through the environment.

d) The variations associated with the time of day.

The predominant scales now in use in California are: Energy Mean Noise Level (L_{eq}), Noise Level Exceeded 10 percent of the Time (L_{10}), Day-Night Average Sound Level (L_{dn}), and Community Noise Equivalent Level (CNEL). These noise indices apply different weighting factors to noise occurring at various times of the day. L_{eq} is the level of constant sound over a given time interval and situation which has the same sound energy as time-varying noise over the same time period. L_{dn} is similar to L_{eq} but applies a weighting factor which places greater significance on noise events occurring at night (10:00 p.m. to 7:00 a.m.) than during the day (7:00 a.m. to 10:00 p.m.). For example, a train that operates at night is considered ten times as noisy as a day train. CNEL is also similar but with weighting factors placed on two time periods (evening, 7:00 p.m.to

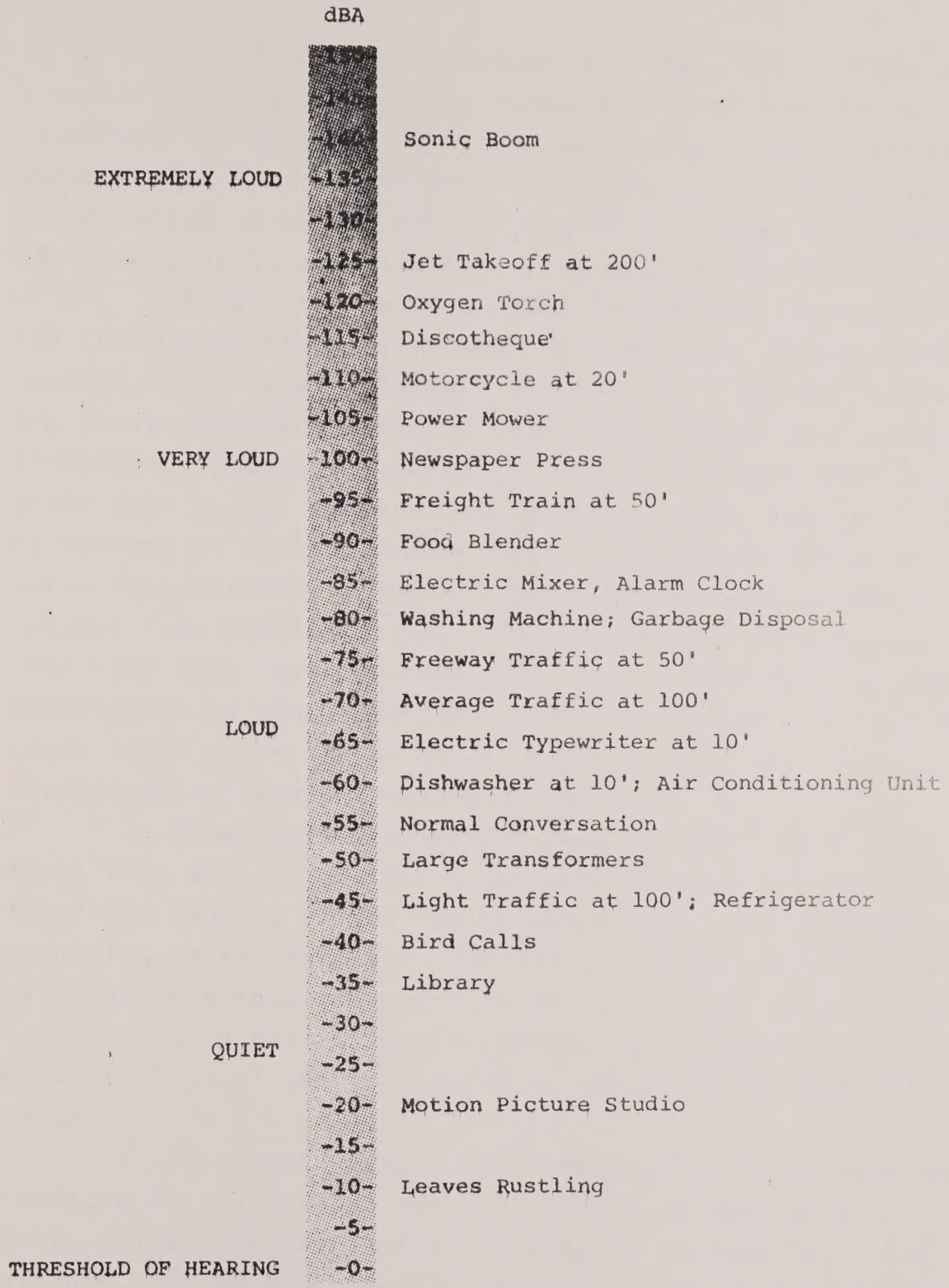


Figure 1. NOISE SCALE

10:00 p.m.; and night, 10:00 p.m. to 7:00 a.m.). Thus, when a noise value is given for a particular location, it is important to identify the measurement index. These noise indices also incorporate factors of amplitude and spectral distribution of noise, sensitivity of the human ear, duration of noise events, and time-of-day weighting factors.

Noise is often described in qualitative terms. The terms most frequently used are "ambient," "background," "median," "residual," "mean," and "modal." Ambient noise is the surrounding or prevading noise environment at a location. Therefore, it does not refer to the noise levels from any given source, but represents a merging of all sources. The background or residual noise in an environment refers to the noise level present after all identifiable sources have been removed from consideration. Background noise fluctuates less with time than does ambient noise. This term is more descriptive of conditions that exist at a site than is the sound level value at any given point in time which may include noise from a transitory source.

Other terms in common usage are the "mean" noise level (the average of the value of all events occurring at a location) and the "modal" noise level (the most frequently occurring noise level at a location). Thus, the description of sound at a location can be complex. When a noise level is given for a particulate location, it is important to know what statistical characteristic is described by that noise value.

In recent years, these qualitative terms have been replaced by statistical descriptions of ambient noise. Noise values are given statistically in percentiles. For example, the 90th percentile value existing at a measurement location is the noise value exceeded 90 percent of the time. It is abbreviated by the term L_{90}. Various percentile values have come into common use to describe the characteristics at a location among them being the L_{90}, the L_{50}, the L_{33}, and the L_{10}. The L_{50} value is also called the "median"

noise level. The L_{90} value is called the "residual" noise level.

Costs of Noise Abatement

As with most forms of environmental pollution, prevention or control of noise-related hazards may entail high economic costs. These costs may be particularly high in developed areas which require remedial noise control measures. However, the justification of these costs is based on protecting human health and reducing the physical and mental damage associated with noise.

It is extremely difficult to attach any figure to the net total costs ensuing from community noise control efforts in Los Alamitos. Economic costs of noise abatement are difficult to assess and it is even more difficult to quantify social and health costs associated with not abating noise.

Multijurisdictional Responsibility

The Federal Noise Control Act of 1972 established respective jurisdictions for Federal, state, and local governments. The state and local governments are given primary responsibility for noise control. However, Federal jurisdiction is reserved for noise related to interstate and foreign commerce. Many of the major community noise sources such as airplanes, trucks, and railroads are under Federal jurisdiction because they are associated with commerce. Local governments receive their regulatory powers from their police power to protect the health and welfare of their citizens as long as the regulations are not preempted by Federal and state laws. In most cases where preemption of noise sources exists, the local government assumes the role of enforcing the Federal and state laws.

Local government can play a significant role in the control of noise sources by supporting Federal and state efforts to control noise. Even more effective is control of the noise path and receiver by local government. These techniques include establishing traffic regulations, adopting noise ordinances, and regulating noise through the control of land use.

Unfortunately, noise does not respect jurisdictional boundaries, and noise generated in one community may affect another. It is essential, therefore, that all levels of government cooperate to achieve the maximum obtainable reduction of noise.

GOAL AND OBJECTIVES

The noise goal and objectives for the City of Los Alamitos are set forth to provide guidelines for the effective use of the Noise Element of the General Plan.

GOAL: To establish and maintain a program for the regulation of the noise environment for the City of Los Alamitos for the purpose of promoting the general health, safety and welfare of citizens in relationship to the City's need for economic progress and development.

OBJECTIVES:

- Identify, in quantitative, numerical terms, existing and projected noise levels, noise sources, and noise-sensitive land uses in the community.
- Establish standards and criteria that will protect the public health, safety and welfare of Los Alamitos citizens.
- Incorporate noise considerations into the community planning process.
- Set measurable goals for the reduction of noise in Los Alamitos.
- Develop an implementation program which may be used to achieve and maintain a desirable noise environment.
- Create citizen awareness and support for noise control programs by providing

opportunities for citizen input and information on the adverse effects of noise.

THE NOISE ENVIRONMENT

The most effective approach to community noise control begins with the assessment of the existing and projected noise sources within the community. To determine existing noise levels and to identify noise sources in Los Alamitos, two different types of data were processed and analyzed. First, the existing and projected transportation noise sources were identified from computer simulation models which compute the noise environment along transportation routes based on vehicle operating characteristics. These models produce noise contours which graphically display the mechanism of sound propogation away from transportation facilities.

Noise contours are lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The accuracy of the contour line ultimately depends on the precision of the data used in developing the map. Land contours, for example, are mapped using detailed aerial photographs supplemented by land surveys with precision photogrammetric equipment. Such contours are very detailed and very accurate (in the order of several feet). Weather maps take daily data supplied by weather stations distributed many miles apart and by weather satellites. These data are fed into computers where mathematical models extrapolate the data into contour maps. The contour lines are accurate to within several tens of miles. Weather maps are very broad estimates, whereas land maps are very precise estimates.

Noise contours tend to be very broad estimates of sound levels. The contour lines are approximations of transportation noise impact boundaries over a 24-hour period using the CNEL noise index. They should not be thought of

as static lines because of the varying nature of noise sources and transmission paths.

Noise contours for Los Alamitos were prepared for the years 1974 and 1985 as shown on Figures 2 and 3. The contours were mapped for levels of 60 CNEL and greater. The CIR Guidelines also request that contours be developed down to levels of 45 CNEL in the vicinity of hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas. In the case of Los Alamitos, these lower levels are not shown because the residual noise levels exceed 45 CNEL.

Secondly, in order to further identify noise sources and determine noise levels, a community noise survey was conducted September 16 and 17, 1975, by Olson Laboratories' acoustical technicians. Acoustical measurements were made on the A-scale of the sound level meter producing dBA index readings.

Measurements were taken at 16 community locations using the Community Noise Equivalent Level (CNEL) index. The CNEL index sums all noise energy in a 24-hour period with a weighting factor added to three time periods (day, 7:00 a.m. to 7:00 p.m.; evening, 7:00 p.m. to 10:00 p.m.; night, 10:00 p.m. to 7:00 a.m.). Included in the 16 measurement sites were major intersections, freeways, parks, hospitals, schools, and residential, commercial, and industrial areas. These representative sections present wide coverage of existing community noise sources and provide baseline noise conditions that will allow the City of Los Alamitos to assess the resultant impact of any change in the community noise profile. The approximate measurement site locations are shown on Figure 4.

Each of the sites was monitored for residual, mode and peak noise levels. The residual is the lowest noise level existing at the site in the absence of identifiable sources (i.e., background noise). By definition, the residual

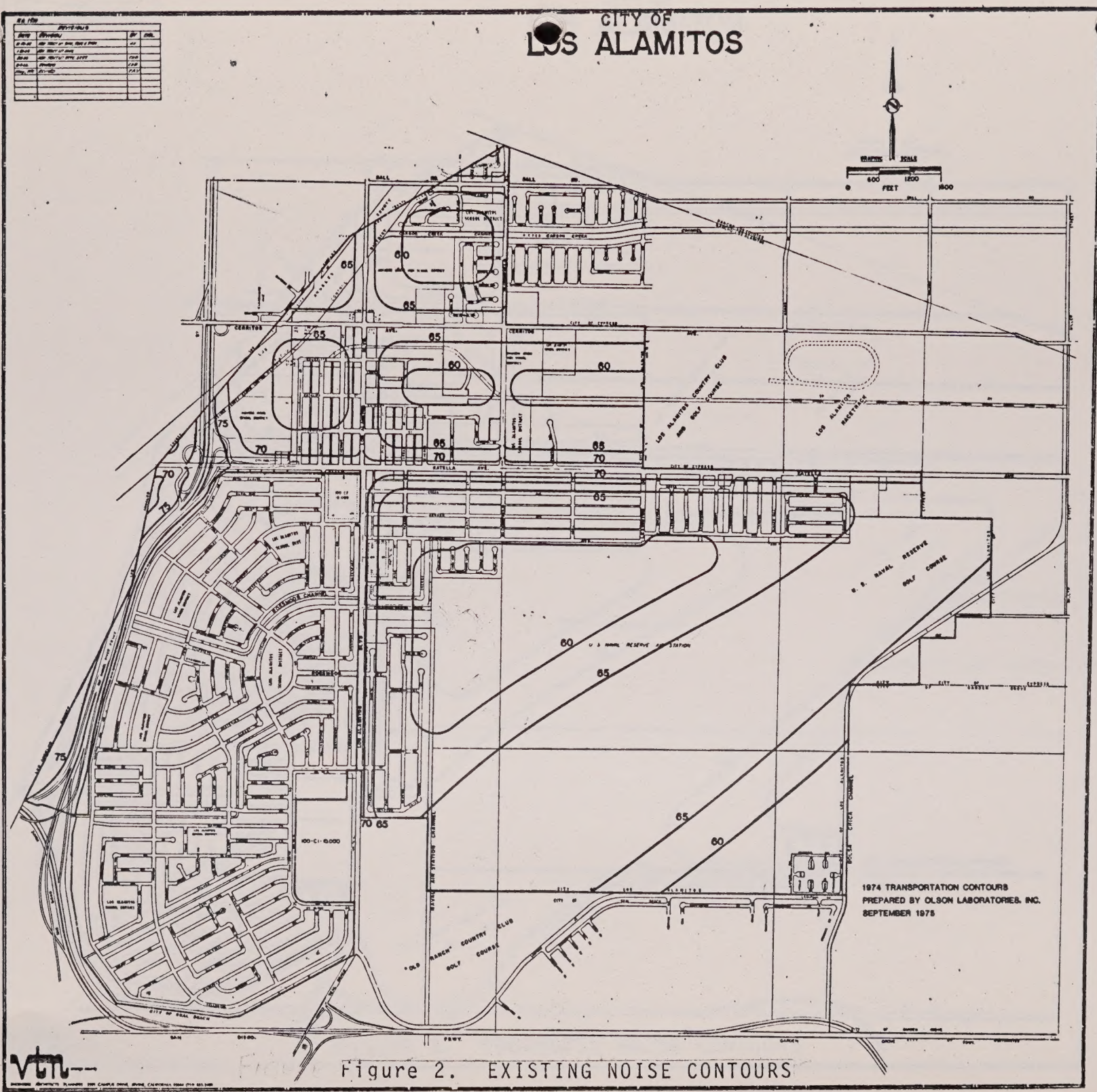


Figure 2. EXISTING NOISE CONTOURS

CITY OF
LOS ALAMITOS

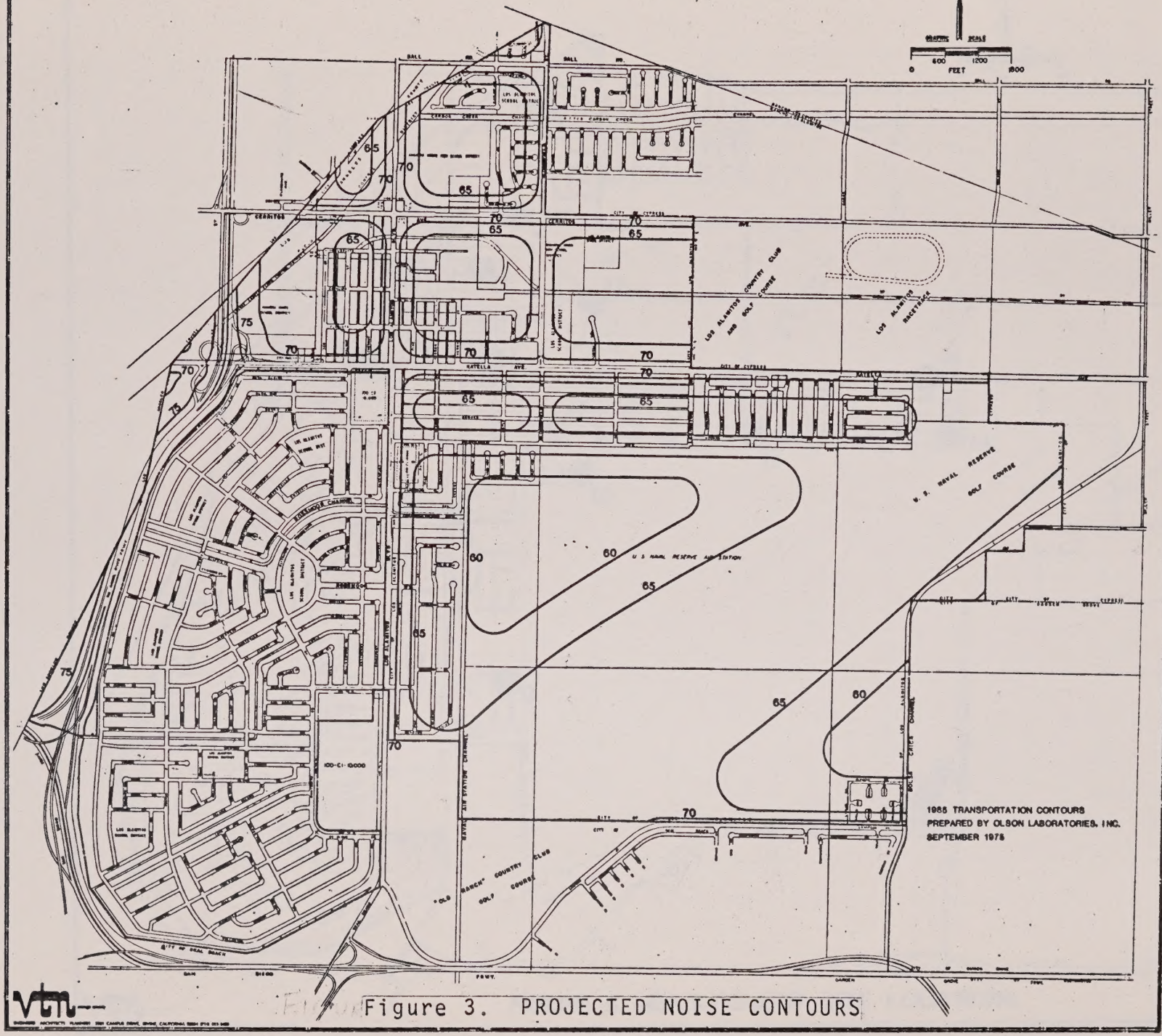


Figure 3. PROJECTED NOISE CONTOURS



CITY OF
LOS ALAMITOS

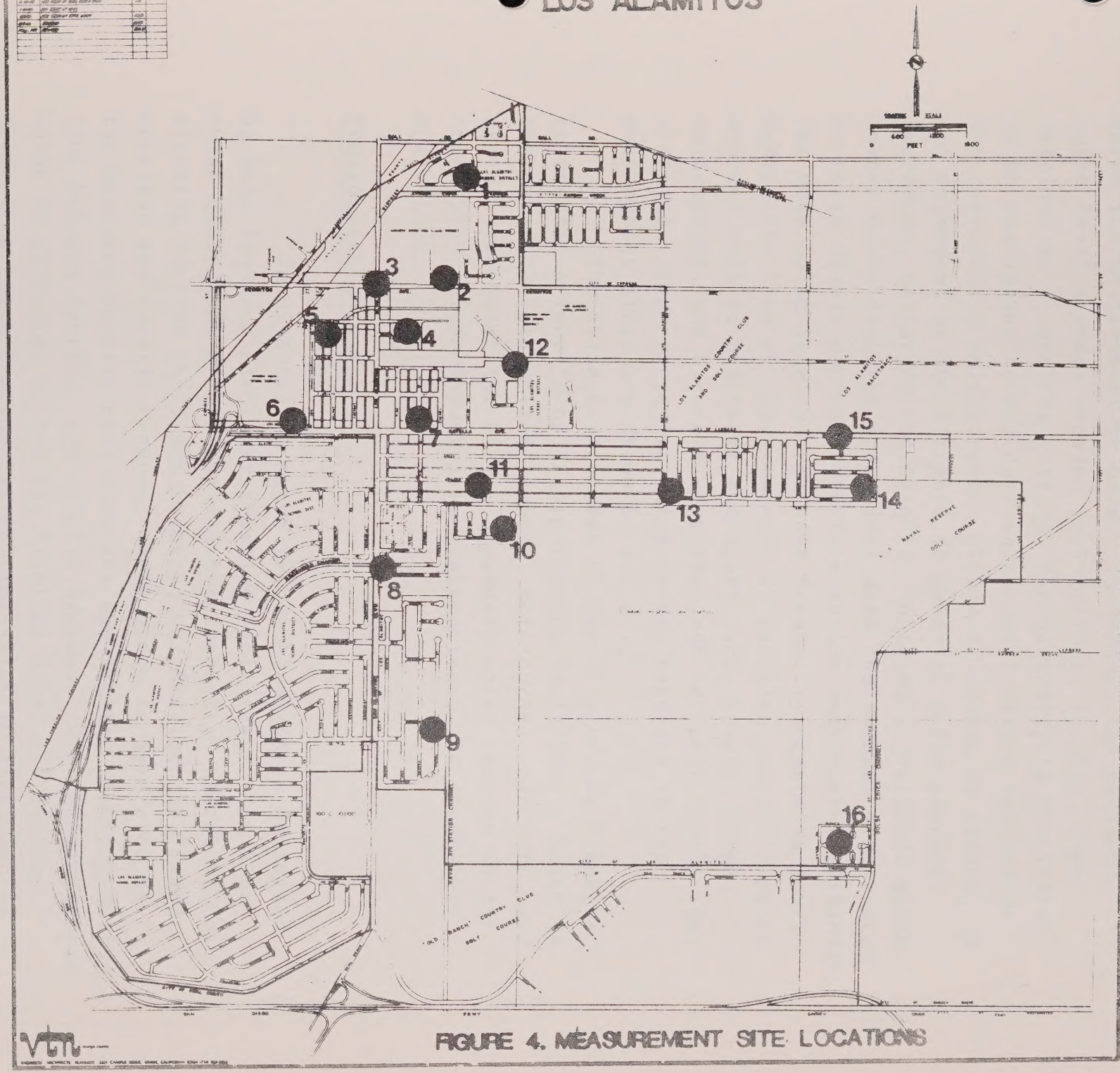


FIGURE 4. MEASUREMENT SITE LOCATIONS

noise level is that level typical of the neighborhood in which the measurement is made. Therefore, the residual noise level assumes broader implications; in that, when obtained at a specific site, it can generally be considered to be equivalent to residual noise level values typical of the surrounding neighborhood. Residual noise, by nature, is not dependent on the distance to specific noise sources. Therefore, measuring Los Alamitos in terms of residual noise levels normalizes the acoustical data and removes differences in noise levels due to variations in the measurement distances. The mode noise level is the most frequently occurring level during the time of measurement. In addition, specific noise sources such as passenger and sport cars, trucks, buses, motorcycles, and aircraft were measured for peak levels when observed. Representative noise levels recorded at the measurement sites are shown on Table 1.

The noise environment of the City of Los Alamitos is created primarily by transportation facilities. Noise is generated by automobiles, trucks, motorcycles, aircraft, and trains throughout the City. Secondary noise sources in the community include industrial, construction, and population activities.

Transportation Noise

Transportation noise in Los Alamitos is generated by both land and air transportation facilities. The high noise generators of the surface transportation system of Los Alamitos include the I-605 Freeway, Los Alamitos Boulevard, Cerritos and Katella Avenues. Rail noise is generated by the Southern Pacific rail line and the Pacific Electric rail line between Cerritos and Katella Avenues. Air transportation noise is generated by the Los Alamitos Naval Air Station. Noise from these transportation facilities is difficult to control on a local level because of extensive preemption of

Table 1. COMMUNITY NOISE SURVEY (dBA VALUES)

MEASURE-MENT SITES	TRANSPORTATION SOURCES						CONSTRUC-TION & INDUS-TRIAL SOURCES	POPULA-TION SOURCES	RESIDUAL VALUES	CNEL VALUES
	Pass-enger Cars	Sports Cars	Motor cycles	Trucks	Buses	Air-craft				
1	67					62		70	40-45	53.6
2	72	75		70		65			40-45	68.7
3	78	76	82						50-55	70.2
4	62			77		63	62		40-45	54.4
5	64	62		62					40-45	57.2
6	80		82	78			94		45-50	71.3
7	74	77	84		76	64			45-50	68.9
8	78		81	77	79				45-50	68.3
9	66	64				60	67	65	40-45	60.0
10	73					55		53	40-45	51.2
11	70		76	67		60		59	40-45	57.0
12	78	78	76	76					45-50	67.8
13	83	69		75		64			40-45	66.2
14	60			64		66		57	40-45	53.3
15	70	79	76	67		63		60	45-50	61.5
16	52					58		59	40-45	57.0
OVERALL CNEL FOR THE 16 MEASUREMENT SITES										65.8

regulatory control of these facilities and their use by the Federal and State governments.

Transportation-related noise is, by nature, exceedingly variable which makes it difficult to portray graphically. The frequency of vehicle movement varies widely as do the sound characteristics of each vehicle. Also, land forms and man-made structures have effects on sound transmission and, therefore, on the noise environment.

The noise contours were developed on the assumption that no barriers existed along major transportation routes. Noise contours constructed in this way may overestimate noise intrusion into areas which are highly developed and underestimate noise intrusion when there is open space or an unobstructed path. The noise contour levels generated for Los Alamitos were compared to noise levels obtained in the noise measurement survey of the City. In the majority of sites, noise levels for both the survey and contours were correlated. Discrepancies resulted when other factors were involved such as barriers or structures which were not part of the computer noise contour model.

Surface Transportation

Automobiles produce the major surface noise (52 to 83 dBA) in Los Alamitos. Noise associated with passenger vehicles is generated by the engine, tires, and muffler system and depends on road conditions and speed. Generally, noise levels generated by automobiles are greater for high speeds than for low speeds. At speeds above 50 miles per hour, tire noise predominates over engine noise. Compact and sports cars generally produce higher noise levels than larger passenger vehicles. In general, diesel trucks and buses generate noise levels that are at least twice as loud as, or 5 to 10 dBA greater than, general automobile traffic. Truck and bus noise is not as dependent on speed as automobile

noise. Truck and bus noise levels (62 to 79 dBA) depend on road and traffic conditions such as the presence of curves and grades and whether or not the vehicle is accelerating.

Motorcycle noise is one of the most annoying aspects of transportation noise in Los Alamitos. New motorcycles are regulated by noise standards, and the muffling system is sealed by the California Highway Patrol. Unfortunately, many of the mufflers are modified, resulting in excessive and annoying noise levels. Motorcycle noise levels recorded in Los Alamitos ranged from 76 to 84 dBA. It has been determined that motorcycles are the most frequent violators of legal noise limits in California according to a Highway Patrol survey of 1.18 million motor vehicles. This noise survey found that 16 percent of the motorcycles checked were in violation of noise standards, compared to 2 percent of the automobiles and trucks and only 1 percent of the trucks over 6,000 pounds.

The measurement survey indicated that surface transportation was the predominant source of existing noise throughout Los Alamitos. Distant traffic was responsible for setting residual and peak noise levels throughout the community. Surface transportation noise will continue to be the predominant source of noise in the future as indicated on the 1985 Transportation Contours.

Los Alamitos' transportation system is unique in its seasonal variations due to the Los Alamitos Race Course located in the City of Cypress. Race operations during two time periods, December through February and May through August, increase the traffic volumes on city streets, particularly Katella Avenue, resulting in increased noise levels.

The race course was not in operation during the September 1975 measurement survey. A special noise measurement of Los Alamitos Race Course was conducted by Olson Laboratories on January 18, 1975 to determine the noise characteristics of the race course during race conditions.

The measurement survey was conducted from 7:00 a.m. to 7:20 a.m. and from 8:00 p.m. to 8:30 p.m. At the time of measurement, the race course was offering quarter horse racing. This type of race is of short duration and, therefore, lends itself to specific measurement. Noises from the race course include announcing, maintenance equipment, and crowd noise.

The measurement survey indicated that the greatest noise for both the day and evening periods was produced by vehicular traffic. It was also found that the only means of determining when the races were being conducted was by keying the survey to the race course lights. This fact is very important since the crowd noise and loudspeaker noise reached a peak of 63 dBA and 57 dBA, respectively; which is within the average range of noise produced by the traffic during the survey. It is possible that during other types of race, (i.e., of longer duration), the noise produced by the crowd after 10:00 p.m. would create some annoyance; however, the major problem observed in the field is the intensity of light produced during race conditions rather than noise.

A traffic study on Los Alamitos Race Course prepared for the City of Cypress indicates that peak arrival and departure times are 7:00 to 8:00 p.m. and 11:00 to 12:00 p.m., respectively. Increased traffic on arterials such as Katella results in above average noise levels. This problem is compounded; in that many vehicles traverse residential areas in Los Alamitos to avoid traffic congestion.

Train noise is caused by the diesel locomotive, the interaction of the wheels and rails and train horns. Two rail lines intersect and traverse Los Alamitos in an east-west direction. Train activity in Los Alamitos is sporadic and not on a regularly scheduled basis. As such, rail operation noise contours are not depicted on Figures 2 and 3. Train service to various industries in the City

occurs three to four times a week at nonspecified times. Increased rail activity in the future should not create a problem because the operations lie in an area designated planned industrial land by the General Plan.

Air Transportation

Air transportation noise is generated by air station operations and aircraft overflights. Los Alamitos is exposed to both of these types of aircraft noise from the Los Alamitos Naval Air Station and other vicinity airports. Los Alamitos Naval Air Station is currently used by the National Guard for helicopters and three fixed-wing propeller craft. Aircraft noise exposure occurs on a 7-day-a-week basis between the hours of 7:00 a.m. and 10:00 p.m. The two principal aircraft used at the air station are the U.S. Army's OH-58 and UH-1 helicopters. Other aircraft include CH-46 and CH-53 helicopters and the U-6 fixed-wing airplane. Operating altitudes for the aircraft range from 1,000 to 1,500 feet above ground level (AGL). In 1963, the air station was used for jet operations by the U.S. Navy. Future air traffic operations are unknown at this time. The Navy has said only that there are no plans for increased use at this time, but that the air station has a large capacity for aircraft operations and plans may change at any time. The County of Orange Airport Land Use Commission (ALUC) has prepared an Airport Environs Land Use Plan for the air station based on 1973 operations (current). The ALUC, the County, and cities in the vicinity of the air station through this plan oppose a return to 1963-type jet operations.

The U.S. Navy is concerned about the air station and is planning to initiate a Aircraft Installation Compatible Use Zone (AICUZ) study to be completed in 1976. This study will also recommend methods for achieving compatible land use development of non-Navy owned land surrounding the air station.

The air station noise contours shown in Figures 2 and 3 depict the 1973 (current) level of operations. The contours were obtained from the Airport Environs Land Use Plan for NAS Los Alamitos prepared by the ALUC.

Olson Laboratories performed a special noise survey of Los Alamitos Naval Air Station (NAS) on February 27 and 28; March 1, 2 and 30; and April 3 and 4, 1976. The purpose was to obtain specific peak noise levels associated with helicopters based at the NAS during weekend operations. The effects of these peak noise levels on the daily Community Noise Equivalent Level (CNEL) measurements of the community were then determined.

Measurements were taken at four locations on the west and north sides of the NAS (see Figure 5). The daily CNEL noise levels in all locations were set by distant traffic on either Katella Avenue or Los Alamitos Boulevard. Other noise generators included general aviation and jets approaching Long Beach Airport. The average daily CNEL for all the sites ranged from 57 to 58 CNEL.

The helicopters measured in this survey were all single-bladed. Site summaries are as follows:

- Site A - Measurements taken during the evening and day periods recorded several single-blade helicopter movements. One single-blade helicopter had a peak noise level of 78 dBA at 50 to 100 feet. For comparison purposes, this helicopter is atypical of double-blade helicopters. A survey at El Toro MCAS in April 1975, recorded a peak noise level over 90 dBA for a double-blade helicopter under similar conditions. During the Saturday measurements, the number of jet and general aviation operations exceeded helicopter operations.

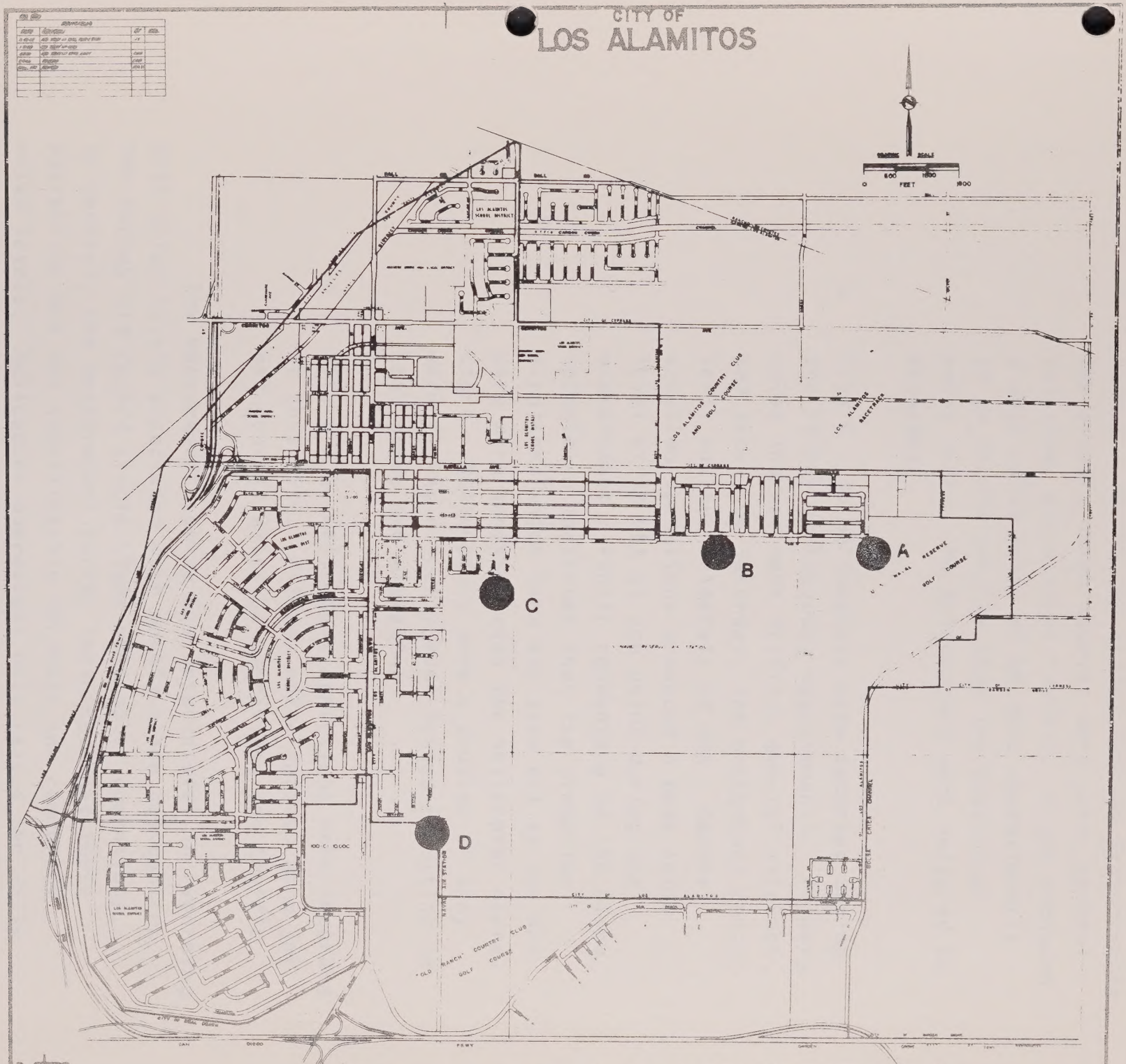


FIGURE 5. AIR STATION MEASUREMENT SITES



- Site B - During the Friday evening measurements, the primary noise sources were jets, general aviation, and distant traffic. A jet produced a peak noise level of 68 dBA; approximately 10 to 15 dBA greater than the background noise level. No helicopters were measured on Saturday.

- Site C - No helicopters were recorded during the Friday or Saturday measurements. Primary noise sources were traffic, general aviation, and jets. On Saturday, the background noise level was approximately 53 dBA. General aviation operations produced a peak noise level of 82 dBA at one point during the measurement. Public commentary to the Olson technician indicated that the propeller airplanes which land and take off at the NAS were more annoying than the helicopter operations. Helicopters were a problem if they were flying directly over houses resulting in loud noise and vibration.

- Site D - No helicopter operations were recorded at this site. Primary noise sources were jet and general aviation operations and traffic.

The measurement survey was unsuccessful in recording peak noise levels associated with double-blade helicopters. The survey did record single-blade helicopter operations. In general, the measurement survey indicated that these operations did not significantly increase the community noise levels. Helicopter operations only raised the daily CNEL by 1 dB which is not discernible to the human ear. Other noise sources such as traffic, jets and general aviation

were more predominant. It should be remembered that the survey results are only indicative of February 27 and 28; March 1, 2 and 30; and April 3 and 4, 1976. Helicopter operations may be noisier or less noisy on other days. Public commentary during the April 3 and 4 survey indicated helicopters had been flying less frequently on Saturday afternoon, but more frequently on Saturday evenings.

The aircraft noise levels associated with the air station are comparable to, if not lower than, noise levels generated by vehicular traffic as shown on Table 1. This indicates that Los Alamitos should place as much emphasis on surface transportation noise as it does on air transportation noise. Aircraft noise usually generates more complaints than surface traffic noise because of a difference in perception. Areas juxtaposed to streets are almost continuously exposed to high noise levels; thus, residents may psychologically adjust themselves to the situation. Aircraft noise is perceived as a more prominent problem because of its intermittent and, thus, more annoying nature.

Industrial Noise

Industrial operations produce a wide variety of noise. Annoyance associated with industrial noise depends on the proximity to noise-sensitive land uses, such as residential areas. Other factors include whether the noise is continuous or occurs only a portion of the day and whether it is impulsive or irregular. Industrial noise is particularly a problem in areas where no buffer zone exists between residential and manufacturing districts. This problem occurred in Los Alamitos at Site 4 during the measurement survey, where truck noise from a factory intruded upon residential areas. A noise study was also done by the Orange County Health Department in December 1974 and January 1975, to evaluate the noise impact on residential property

located on the north side of Cerritos Avenue, allegedly created by various equipment and activities in a nearby industrial complex on the south side of Cerritos. This study was initiated subsequent to complaints received by the City from residents alleging that noise created at the industrial complex was objectionable. The survey results indicated that the major noise source impacting the residential areas was heavy vehicular traffic. Although some noise could be subjectively identified as associated with the industrial park, the noise impact from industrial activities was minor in comparison to traffic noise.

Construction Noise

Construction noise created special problems because of its temporary nature. The frequency and intensity of the noise varies for the different work phases of a construction project. Construction noise is primarily produced by machinery and trucks. The Federal government is in the process of establishing standards for various types of construction equipment. The high noise levels produced by construction equipment are shown at Site 7 where a construction tractor produced a peak noise level of 80 dBA and its horn produced a peak noise level of 94 dBA.

Population Noise

Population noise is the most diverse type of community noise. It includes noise generated by all types of human activities such as recreation, entertainment, household equipment such as power lawnmowers and air conditioners, children and animals. The noise measurement survey produced numerous examples of this type of noise. At Site 9, a power mower set a modal noise level of 65 dBA.

SUMMARY

This community noise assessment has shown that Los Alamitos experiences more noise (65.8 CNEL) than the average urban area (60 CNEL). The major contributor to the noise environment is vehicular traffic which permeates the entire City environment.

Residential land uses were quieter (63.0 CNEL) than other land uses and the overall community. Traffic was the primary noise generator and the noise problems were compounded where residential districts bordered busy streets or manufacturing districts.

Commercial land uses experienced the highest noise levels (68.2 CNEL) in Los Alamitos because of their location along transportation arterials. Industrial sites had an average noise level of 63.6 CNEL. Schools had relatively high noise levels averaging 67.5 CNEL due to locations near major streets. The City Hall recorded the highest CNEL values (72.3) measured during the survey.

RECOMMENDATIONS

Noise control efforts should be directed at the following noise sources in the City of Los Alamitos.

Surface Transportation Noise

The noise survey and contour analysis indicated that surface transportation is the primary noise source in Los Alamitos. The most effective noise control measures on behalf of the City will be focused directly at the noise path and receiver, and indirectly at the source because direct control of transportation sources is preempted by the Federal and state governments.

The City of Los Alamitos should work for reduction of noise from transportation facilities by supporting Federal and state efforts in this area and by actively enforcing existing regulations, such as the California Motor Vehicle Noise Standards (California Vehicle Code). The Motor Vehicle Code prohibits the operation of motor vehicles in excess of specified noise limits (Section 23130); requires registered motor vehicles be equipped with an adequate muffler maintained to prevent excessive or unusual noise (75150); prohibits the sale or installation of an exhaust system or muffler unless it meets the regulations and standards (75150.1-8); prohibits the modification of a vehicle exhaust system in a manner which amplifies or increases the noise (27151); regulates new motor vehicle noise limits (27160); regulates motorcycle noise limits (27161); and regulates new off-highway motor vehicle noise limits (38280). Motor vehicles which violate these standards are often a primary source of annoyance in a community. Constant traffic noise is often more acceptable than single sources which exceed the specified noise levels.

The Police Department is the agency which is responsible for enforcing these sections of the Motor Vehicle Code. Unfortunately, this department is often overburdened with more severe enforcement responsibilities which hamper noise control efforts. This problem is an area which must be worked out between the City Council and the Police Department. Enforcement of the noise standards will, however, reduce or eliminate a large number of annoying noise sources in Los Alamitos and, thereby, contribute overall to a quieter environment in the City.

The Police Department can issue warnings and citations under Section 23130 (et al) of the State of California Motor Vehicle Code, during normal operations. A police officer may subjectively evaluate any motor vehicle without being required to take on-the-spot measurements. The outcome of any warning or citation for loud or modified mufflers

would be that the vehicle owner would be required to furnish proof or disproof of the officer's citation, not the City. Therefore, the costs of enforcement for the City hopefully would not increase over what is currently budgeted for normal police operations.

The City can also indirectly control transportation facilities by regulating traffic flow. The City should make a careful study of existing speed limits because noise levels generated by automobiles are generally greater at higher speeds. Speed limit designations, however, must take into account driving conditions and circulation as well as noise. Another technique to reduce noise is by continuing to synchronize traffic lights to improve traffic flow and reduce unnecessary stop-and-go activities which contribute to high noise levels. Stop-and-go traffic can also be affected by carefully evaluating the number of pedestrian crosswalks which create such situations.

Because noise levels increase with an increased percentage of heavy trucks, it is useful to regulate the volume of trucks on city streets. The latter step is important until 1988 when truck noise emissions will be reduced, as required by the California Motor Vehicle Code, to levels equivalent to most current automobiles. The City should limit truck volume or usage on streets which have large numbers of residential dwellings. A careful reevaluation of truck patterns may indicate changes in established truck routes. Limiting truck movements to day hours (7:00 a.m. to 10:00 p.m.) on truck routes having residential dwellings is another feasible alternative.

Public transportation provided by the Orange County Transit District is beneficial in efforts to create a quieter environment in Los Alamitos. Public transportation tends to decrease the volume of traffic on City arterials. This effect, however, may be counterbalanced by the fact that diesel-powered buses produce noise levels 5 to 10 dBA

higher than automobiles. In general, two automobiles together would produce a noise level equivalent to the noise level generated by a bus. For example, per State law, any vehicle with a gross weight rating of 6,000 pounds and manufactured after 1974 and before 1978 must meet a regulation of 83 dBA at a distance of 50 feet from the center line of travel. A motor vehicle under 6,000 pounds gross weight (typically, a standard passenger automobile) will have to meet a regulation of 80 dBA at a distance of 50 feet from center line.

Public transportation, therefore, may or may not contribute to lowered community noise levels. The effect on Los Alamitos noise levels is dependent on the mix of buses and vehicles on a particular arterial, the choice of bus routes, and the types of buses. With existing diesel- or gas-powered buses, often as much as 30 percent of the vehicular traffic must be replaced by public transportation for a reduction in community noise levels.

The City of Los Alamitos can promote the benefits of public transportation without contributing to high community noise levels. The OCTD owns and operates the buses operating in Los Alamitos and, thus, is directly responsible for bus noise emissions. These noise emissions can be reduced by proper maintenance and operation of the buses. In addition, the purchase of additional buses should be preceded by consideration of electric or other quieter buses. Careful consideration of bus routes may eliminate unnecessary travel through noise-sensitive areas. The City of Los Alamitos can encourage these types of efforts by the OCTD.

Motorcycle noise can only be reduced through enforcement of the Motor Vehicle Code. Active enforcement of the Code in relationship to motorcycles will develop an enforcement reputation for the City of Los Alamitos which will deter offenders.

Population Noise

The solution to abatement of population noise sources lies in enforcement of the Municipal Code. The Municipal Code provides the means of enforcing and/or quieting obnoxious or offensive noises from stationary or nuisance-type sources.

Enforcement of the Code is often hampered by enforcement efforts and surveillance activities of more serious crime. The proper balance between nuisance and crime enforcement must be worked out between the City Council and the Police Department.

Construction Noise

Construction noise is not a major problem in Los Alamitos at the present time. Construction activities, however, do have the potential to be distruptive of human activities because of sporadic and intermittant high noise levels.

Los Alamitos can avoid the problem of construction noise by limiting construction activities to daylight hours (7:00 a.m. to 7:00 p.m.) and business days (Monday through Saturday) which are less noise-sensitive. Construction noise levels can also be limited to specified noise levels at the property line. These maximum noise limits often ensure more careful planning of construction activities such as placement of equipment on the site, improved maintenance of equipment, and installation of muffler systems. The City can also place the consideration of noise among other considerations when accepting bids and awarding contracts for construction services.

Industrial Noise

A problem does exist where residential land use borders industrial use without a buffer zone. Some industries located in this type of area have generated noise complaints by nearby residential homes. This type of problem can be eliminated or mitigated in two ways: one, by establishing buffer zones; or two, adopting a noise ordinance. A noise ordinance would protect noise-sensitive land uses by establishing allowable noise levels at adjacent property lines. The ordinance would allow greater noise levels up to the maximum permissible level for adjacent industrial use but require lower noise levels for adjacent residential land use. Industrial firms producing high noise levels would be requested to attenuate noise levels or apply for a variance if compliance is not possible.

IMPLEMENTATION PROGRAMS

Implementation is the most important aspect of the Noise Element process because it involves the actual fulfillment of the goals and recommendations identified in the study of Los Alamitos' noise environment. The implementation of these noise control program should lead to a quieter environment for citizens of Los Alamitos.

Noise control programs must provide solutions to noise problems at several levels. The programs must deal with specific noise sources as well as community and neighborhood noise levels. In particular, noise reduction will require the combined efforts of several programs to succeed as noise is a multifaceted problem. The programs must also be supported by the public, private enterprise, and all levels of government.

The following implementation programs comprise a comprehensive program of noise control efforts aimed at achieving the goal and objectives of the Noise Element.

Program Number 1 - Establish standards and Criteria Necessary to Protect the Health, Safety and Welfare of Los Alamitos citizens

Several interrelated issues must be considered in the development of noise standards and criteria for Los Alamitos. Every community desires a quiet environment. Achieving noise levels considered acceptable as a community standard is easier for some communities than it is for others. In addition, noise control of some of the noise sources predominant in Los Alamitos is outside the City's jurisdictional limits.

Most importantly, noise control standards and criteria should be consistent with those in noise enforcement.

As desirable as it may be, it is impractical to apply an enforcement standard that cannot be met under current noise conditions. At the same time, noise standards should become more stringent as technology provides easier and less expensive methods for attenuating noise. Current standards and criteria should reflect economic as well as environmental objectives and should be realistically enforceable from a legal and technical standpoint.

The City of Los Alamitos should make two distinctions concerning the effects of noise: health and activity interference, and annoyance. The first priority will be to alleviate noise conditions that endanger the health of Los Alamitos citizens. This health/noise level is 70 L_{eq}, which is the level requisite to prevent hearing loss in nearly 100 percent of the population, as established as a guideline by the Environmental Protection Agency. The second priority will be to provide noise levels below annoyance and activity interference levels in order to create a quality living environment for citizens. The Environmental Protection Agency has established the guideline of 55 CNEL as that level above which outdoor activity interference and annoyance will occur.

In view of these issues, Los Alamitos should incorporate the following standards and criteria into a program for comprehensive noise control. They are:

- Adopt a maximum permitted level that conforms to the levels requisite to protect public health and that considers land use/noise interrelationships (70 L_{eq}).

- Adopt standards and criteria for planning and new construction which conform to noise levels that are acceptable for reliable speech communication and prevent annoyance and activity interference (55 CNEL).

Table 2 presents the Basic Planning Standard which will protect health and prevent annoyance and activity interference for a variety of land uses encountered in Los Alamitos. These general standards give first priority to assuring that residential areas are free from excessive or annoying noise levels by establishing quantitative maximum permissible noise levels.

Table 2. BASIC OUTDOOR PLANNING STANDARD

Community-wide Maximum Permitted Noise Level	70 L_{eq}
Residential	55 CNEL
Educational	55 CNEL
Hospitals	60 CNEL
Recreation Areas	60 CNEL
Commercial	65 CNEL
Industrial	70 CNEL

Program Number 2 - Integrate Noise Considerations into the Land Use Transportation Planning Process

A very important way of integrating noise considerations into the planning process is by revising other elements of the General Plan. The General Plan consists of a number of elements which, when taken together, provide the policy framework to direct the development needed to serve the people and their activities within a given political jurisdiction and its sphere of influence. To some degree, all the elements of the General Plan are related and interdependent. The Noise Element is closely related to a number of elements of the General Plan such as Land Use, Circulation, Housing and Open Space, Recreation, and Conservation.

The Land Use Element, which designates the proposed general distribution, general location, and extent of the uses of land, is related directly to noise levels. Through proper land use planning, categories of effective noise level criteria can be maintained. For example, indoor environments of both single-family and multi-family can easily be designed to attenuate noise. Multi-family development can be designed at less expense to attenuate noise both indoors and outdoors. Specifically, the Land Use Element should be modified to incorporate the land use standards of the Noise Element.

These standards are directed toward the compatibility of land use with certain noise levels, of which residential use is the most sensitive. City actions have an important impact on housing: where and how it is built, and how it is maintained. The Land Use Element, in conjuction with the Housing Element, can insure that noise impacts are considered in planning decisions related to new residential construction. Strict enforcement of noise insulation standards are now required for all new multi-family dwellings. These standards will provide privacy and protect the dwellings from transportation and industrial noise.

The circulation system is a physical determinant of land use, of which residential use is the most noise-sensitive. The Circulation Element needs to be reexamined to assess whether truck routes or limited hours of operation could be established to minimize the impact of diesel truck noise on residential areas.

The Noise Element is also closely related to the Open Space, Recreation, and Conservation Elements as noise can adversely affect the enjoyment of quiet pursuits in open space. Conversely, open space can be employed to insulate noise-sensitive land uses through distance and extensive landscaping.

The environmental impact review process provides an opportunity to check general plan conformance with specific projects. In addition, the environmental review process should assess each project in relation to the land use/noise compatibility guidelines established by this Element. Mitigation measures proposed at this stage can prevent incompatibilities if they are imposed as conditions for approval of the project. Particular emphasis should be placed on the short-term noise impacts of construction during the environmental review process. Too often, construction noise is more than temporary and lasts for several months. This is important as construction noise is often not emphasized in other procedures.

Zoning is the power to regulate the use of land in order to protect the public health, safety, and general welfare. Section 65860 of the California Government Code requires consistency of zoning with the General Plan. The General Plan provides long range public policy and the zoning ordinances reflects this policy with immediate force and effect on land parcels. This requirement, in relationship to the Noise Element, will not result in the rezoning of all noise-sensitive land uses. The opportunity exists, however, for careful reconsideration of zoning in undeveloped areas of the City to identify land use/noise incompatibilities. If rezoning is determined the best procedure, it can be accomplished before redevelopment is planned. This is important as zoning cannot be readily used to ameliorate existing land/use noise incompatibilities.

Program Number 3 - Establish Planning Guidelines for Current and Future Planning Programs

Planning guidelines provide more flexibility than noise standards by incorporating considerations of technological feasibility and economic viability in addition to health

and welfare concerns in the decision-making process. Planning guidelines are primarily a preventive approach to noise pollution. These guidelines allow the City to review land use changes and redevelopment actions in relationship to compatibility with noise standards.

The planning guidelines for Los Alamitos take two forms: A Noise Compatibility of Land Use Chart and a Noise Referral Zone portrayed on the noise contour maps.

The Noise Compatibility of Land Use Chart is shown on Figure 6. This figure displays zoning categories presented in the Municipal Code and ranks them accordingly to noise compatibility. The matrix has been set up for the relative sensitivity of one land use adjacent to another land use, thereby, illustrating the fact that industrial and residential land uses are usually incompatible when juxtaposed to each other.

Another planning guideline exists in the noise contour maps (Figures 2 and 3). The noise contours depicted on these maps reflect transportation noise sources, which are and will remain the major noise-generating sources in Los Alamitos. The contours shown on these maps indicate noise-affected areas which are referrred to as noise referral zones. The noise referral zone acts as a triggering mechanism for any proposed change, such as a building permit or zone change, in an area affected by adverse noise levels. If a proposal falls in a noise referral zone, the change would be referred to the Public Services Department for evaluation and review.

Program Number 4 - Set Measurable Goals for the Reduction of Noise in Los Alamitos

Measurable changes in the noise environment of Los Alamitos will only be discernible over an extended time frame. Changes in the Los Alamitos noise environment can be

	R-1	R-2	R-3	R-4	P-A	R-PA	C-N	R-B-D	H-S	F-S	G-S	M	P-M	O-A	O-1	P
R-1	1	1	1	2	2	2	2	3	3	4	3	4	4	2	4	4
R-2	1	1	1	2	2	2	2	3	3	4	3	4	4	2	4	4
R-3	1	1	1	1	2	1	2	2	3	3	2	4	4	2	3	3
R-4	2	2	1	1	2	1	2	2	3	3	2	4	3	2	3	3
P-A	2	2	2	2	1	1	1	2	2	2	2	3	3	2	3	3
R-PA	2	2	1	1	1	1	1	2	2	2	2	3	2	2	3	3
C-N	2	2	2	2	1	1	1	1	2	2	2	3	3	2	3	3
R-B-D	3	3	2	2	2	2	1	1	1	1	1	3	2	2	3	2
H-S	3	3	3	3	2	2	2	1	1	1	1	3	2	2	3	2
F-S	4	4	3	3	2	2	2	1	1	1	1	2	2	3	2	2
G-S	3	3	2	2	2	2	2	1	1	1	1	2	2	3	2	2
M	4	4	4	4	3	3	3	3	3	2	2	1	1	3	1	1
P-M	4	4	4	3	3	2	3	2	2	2	2	1	1	3	1	1
O-A	2	2	2	2	2	2	2	2	2	3	3	3	3	1	3	2
O-1	4	4	3	3	3	3	3	3	3	2	2	1	1	3	1	1
P	4	4	3	3	3	3	3	2	2	2	2	1	1	2	1	1

1. Most Compatible
2. Compatible
3. Marginally Compatible
4. Uncompatible

Figure 6. NOISE COMPATIBILITY OF LAND USE

determined by monitoring community noise levels periodically for comparison with the 1975 measurement survey and updating and revising the Noise Element in relationship to social and technological changes in the Los Alamitos noise environment.

Program Number 5 - Adopt and Enforce a Noise Ordinance

The most effective implementation program is the adoption and enforcement of a noise ordinance that is applicable to a wide variety of community environmental, social and economic situations. Experience has shown that private- and public-nuisance suits concerning noise have been inherently inadequate. As a result, communities are resorting to the enactment of statutary measures as more effective means to reduce community noise impact.

If a noise ordinance is adopted, it is important to establish an effective enforcement body. Effective enforcement has proven to be the major stumbling block to the implementaton and success of a viable municipal noise ordinance. Many well-intentioned noise programs have been disregarded while the proliferation of noise continued due to the lack of desire, expertise or resources on the part of the community to enforce the municpal ordinance.

The City has alternatives to the purchase of its own equipment and use of staff to man the equipment. The Orange County Health Department currently provides a community noise control service to various cities on a contractual basis.

Program Number 6 - Adopt a Mechanism for a Noise Information Dissemination Service to Create Citizen Awareness and Support for Noise Control Programs

The success of the noise standards depends on the voluntary compliance of the citizenry. Periodic inspection and checks are all that can be implemented without prohibitive municipal costs. In addition, most municipal inspection will rely on the complaints and inquiries of citizens to reveal violations. If this response can be linked with a reliable system of communication permitting citizens to report noise violations readily, the effectiveness of the noise control programs will be increased.

In addition, citizen awareness can be fostered by the provision of noise information pamphlets by the City. Close coordination should also be maintained between the City and the business section in Los Alamitos as their cooperation and input is necessary for effective noise control programs.

Program Number 7 - Establish Guidelines for Site-Specific Noise Review

Specific design solutions for noise problems are dependent upon temporal and spatial characteristics unique to each site. The bulk of structures and/or placement of the structure does not in itself create noise. Structure characteristics that indirectly effect noise include "the canyon effect" and density. A canyon effect involves two opposing rows of high buildings which result in an echo reflection of sound. This canyon effect also acts as a barrier or berm by blocking high noise levels for areas behind the high buildings. Conversely, the density of the land use itself has a relationship to the amount of noise that is indigenous to the area. A high density population area generates a high traffic density and, thus, a greater amount of noise.

The noise attenuating effects of buildings are shown on Table 3.

Table 3. BUILDING ATTENUATION

BUILDING TYPE	WINDOW CONDITION	NOISE REDUCTION DUE TO EXTERIOR OF STRUCTURE*	CORRESPONDING HIGHEST EXTERIOR NOISE LEVEL WHICH WOULD ACHIEVE AN INTERIOR DESIGN NOISE
		dB	dBA
All Open Light Frame	Ordinary Sash:	10	65
	Closed	20	75
Masonry	Single Glazed	25	80
	Double Glazed	35	90

*Noise reduction factors higher than those shown may be used when field measurements of the structure in question indicate that a higher value is justified.

Buildings can also be utilized to attenuate noise through proper site design. If a proposal calls for a structure to be built adjacent to a noise source such as a freeway, then the exposed site of the building and the related floor plans can be designed so that the wall presents a solid surface. All windows, vents, and other normal openings should be placed away from the noise source.

Site design is on of the most effective means of protecting dwelling units in a noisy environment. If a project is proposed adjacent to a freeway or expressway, the building layout can effectively attenuate noise by placing the dwelling units as far away from the noise source as possible and placing the nondwelling buildings and driveways between the dwelling units and the noise source. Figure 7 depicts the possible ways of designing buildings and sites to help attenuate unwanted noise.

Noise-attenuating barriers can effectively reduce noise levels, but are accompanied by high costs. Current

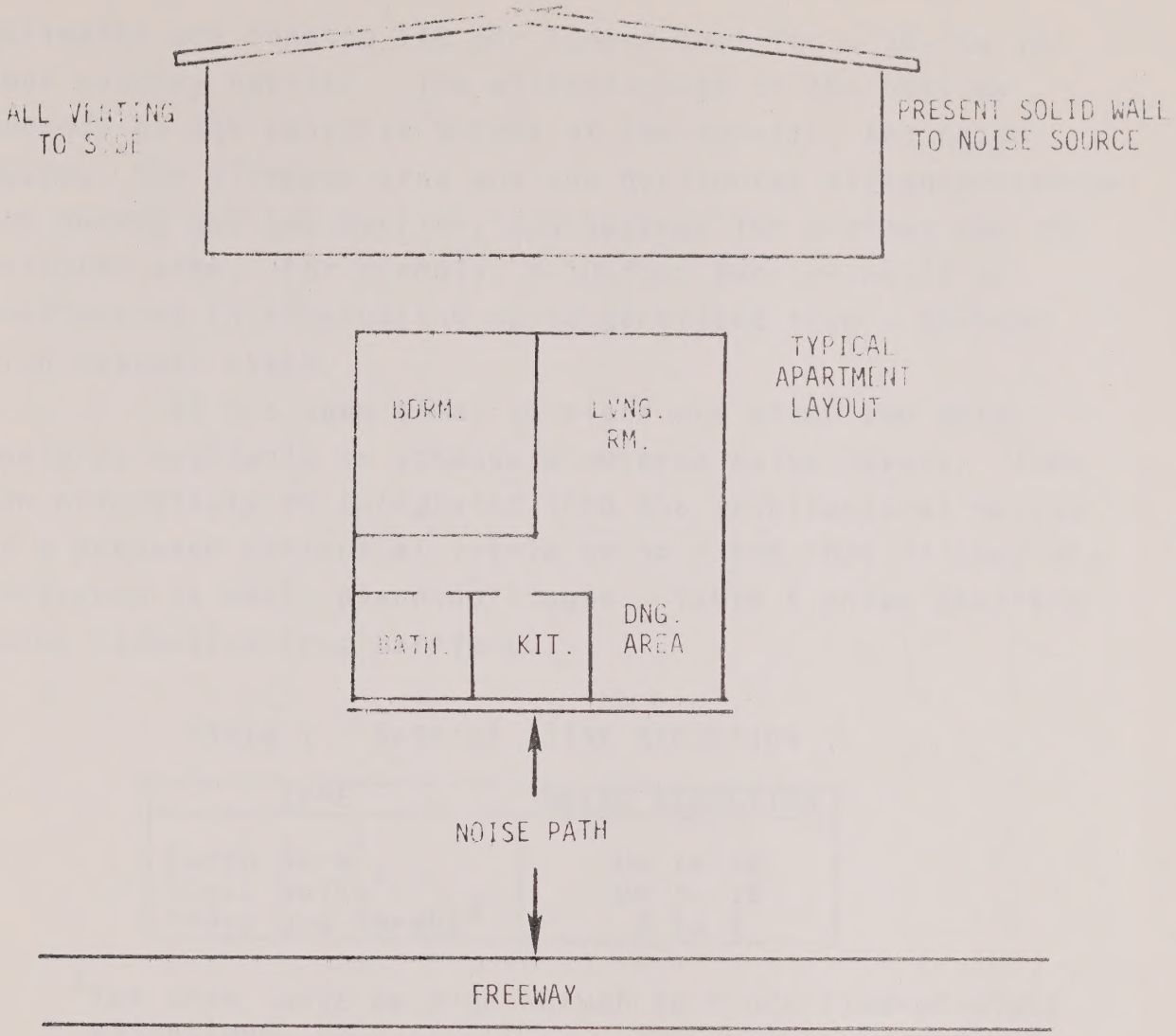
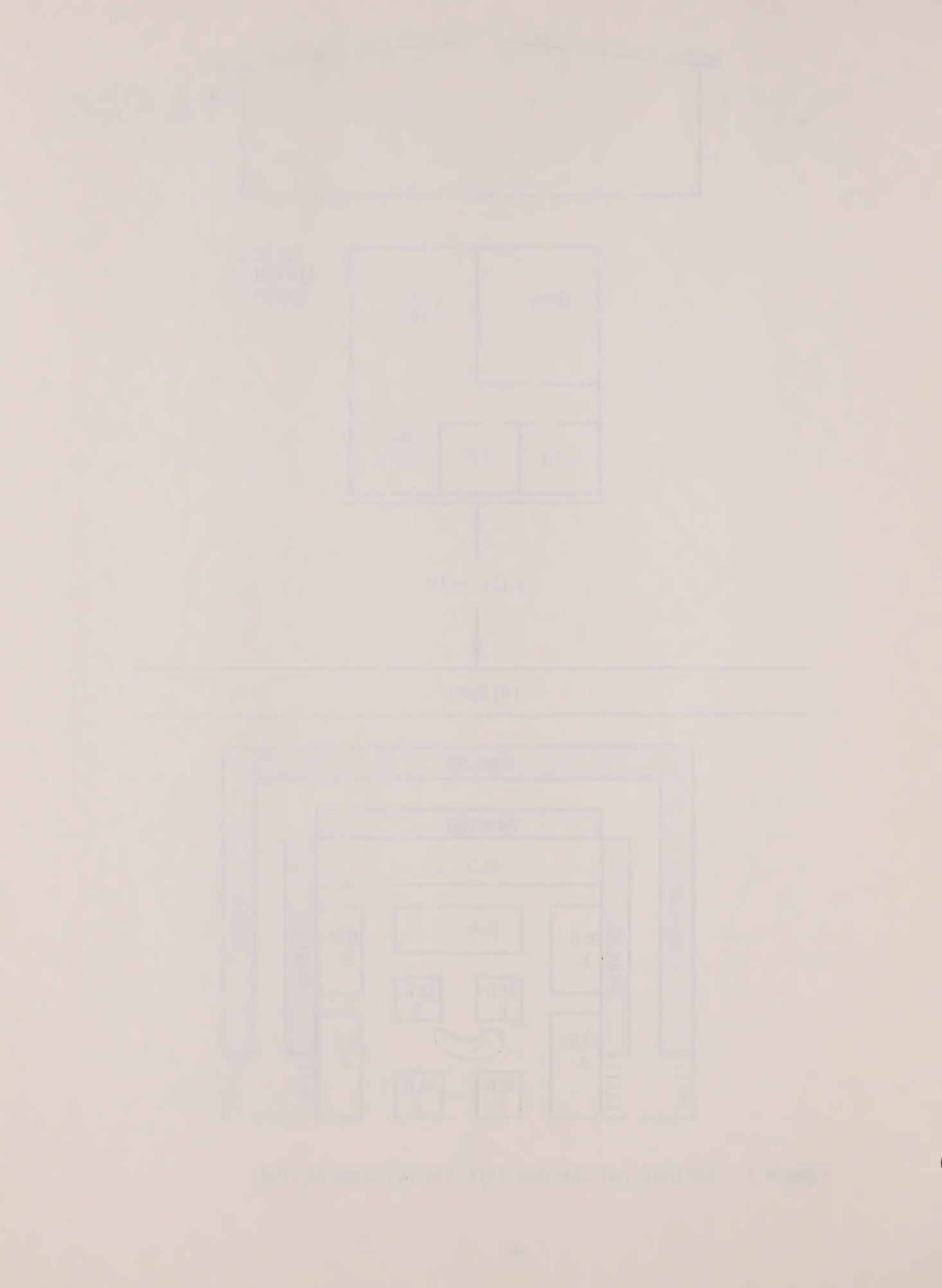


Figure 7. ATTENUATION THROUGH SITE AND BUILDING DESIGN



estimates are running $40 per linear-foot for a 10- to 12-foot masonry barrier. The effectiveness of the barrier depends on the relative height of the barrier, the noise source, the affected area and the horizontal distance between the source and the barrier, and between the barrier and the affected area. For example, a 10-foot barrier would be ineffective in attenuating noise generated from a 10-foot high exhaust stack.

At the same time, barriers are often the only measures available to attenuate adverse noise levels. They can effectively be integrated into the architectural design of a proposed project at little or no extra cost if they are initiated in early planning stages. Table 4 shows possible noise reduction from barriers.

Table 4. BARRIER NOISE REDUCTION

TYPE	NOISE REDUCTION
Earth Berm[1]	Up to 15
Block Walls[2]	Up to 15
Trees and Shrubs[3]	3 to 5

[1]The berm must be high enough to block line-of-sight situations.

[2]Block walls must be high enough to block line-of-sight situation. Walls must be long enough to prevent noise from going around the ends of the structure.

[3]Trees and shrubs must be mature and at least 100 feet in depth in order to attenuate noise by 3 to 5 db.

Landscaping produces little physical noise reduction unless it is very dense and of significant depth. Its benefits include aesthetics and the possibility that it may change sound frequencies. Landscaping can also be beneficial by beautifying setbacks that attenuate noise. Figure 8 illustrates landscaping effects on noise reduction.

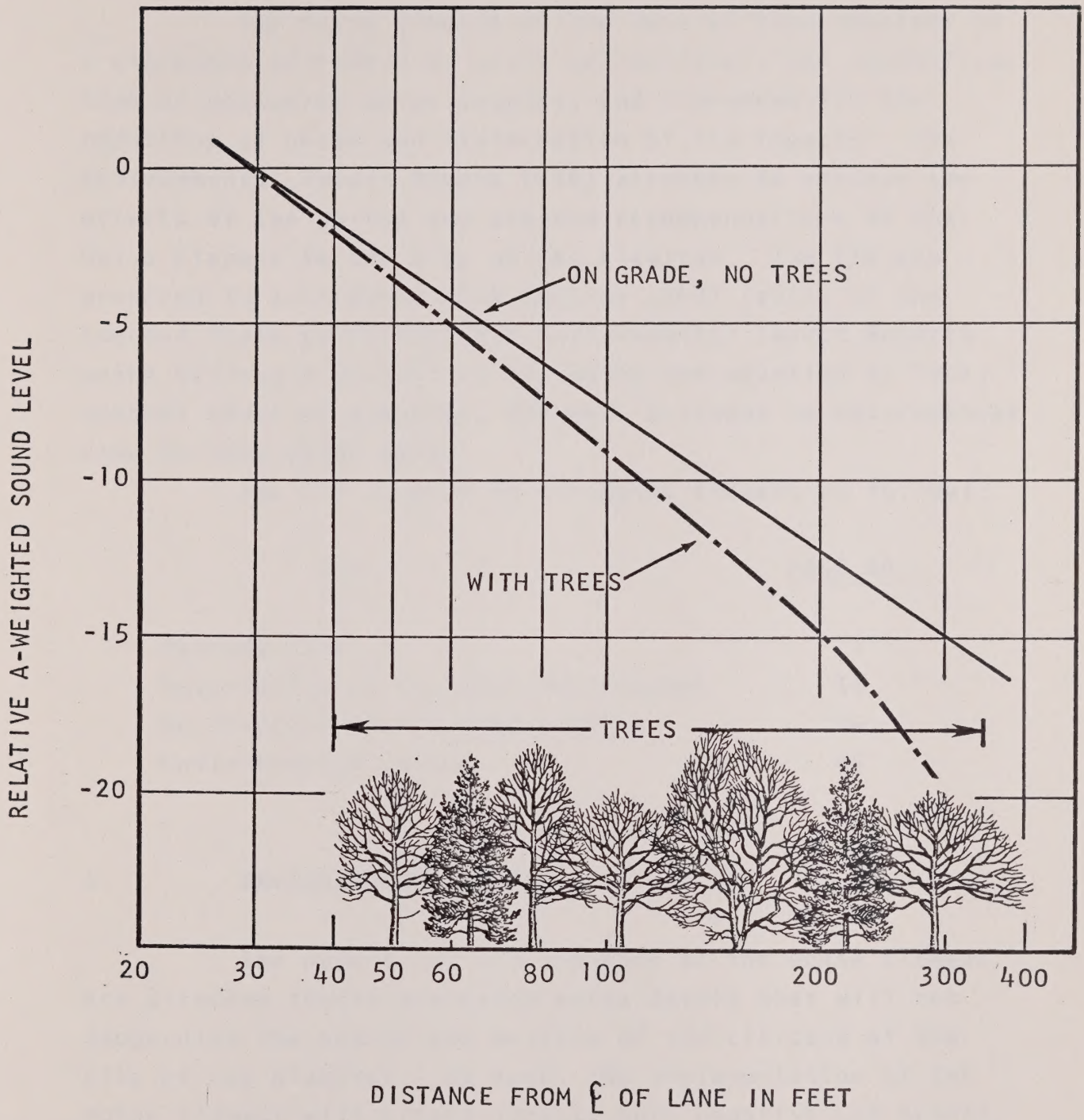


Figure 8. NOISE REDUCTION WITH OR WITHOUT TREES



ENVIRONMENTAL IMPACT

The Noise Element of the General Plan consists of a statement of community goals and policies, the identification of community noise sources, and a program for the reduction of noise and minimization of its impacts. The Environmental Impact Report (EIR) attempts to analyze the effects of the policy and program recommendations of the Noise Element in the City of Los Alamitos. The EIR was prepared in accordance with Section 15037 (a)(1) of the amended State guidelines for Environmental Impact Reports which defines a project as including the adoption of local general plans or elements, thereof, pursuant to Governmental Code Section 65100-65700.

The EIR appears in the Noise Element as follows:

EIR	PAGE NO.
Introduction	1
Description of Existing Environment	14
Description of Proposed Project	36
Environmental Impact	49

A. ENVIRONMENTAL IMPACT

The objectives and programs of the Noise Element are directed toward achieving noise levels that will not jeopardize the health and welfare of the citizens of the City of Los Alamitos. As such, the implementation of the Noise Element will create impacts both negative and beneficial in the following areas:

1. Landform - Implementation of this Element may cause alterations in landform due to design measures (e.g.; earth berms, walls) utilized to attenuate noise primarily from ground transportation sources. The magnitude of this impact will vary depending upon the proximity of noise-sensitive land uses to transportation routes.

2. Social - Noise affects every facet of human existence - work, sleep, recreation, and education. Noise can be annoying and, in some instances, can cause physical and psycohological damage. Noise may be particularly adverse in group interactions by limiting man's ability to communicate. The Noise Element will not contribute to any adverse social impacts of this nature and may relieve some. The Noise Element may, however, alter development trends in the City which could result in social impacts. Noise-attenuating measures such as barriers could break up established neighborhoods. Increased setbacks might cause higher density or a change in land use.

3. Economic - The costs of noise and noise control programs are appreciable. The costs are estimated to range between $500 to $15,000 for the acoustic insulation of a house. The true costs to the City and/or homeowner will fall somewhat in between. Many of the Noise Element programs can be integrated into existing departmental procedures without additional manpower or costs. The enforcement

of noise abatement programs, ultimately, will have to be borne by the taxpayer in some form. The recommendations in this Element will require the provision of additional services to make the public aware of the effects of noise and to handle and enforce noise-related problems.

4. Aesthetics - Noise-attenuating measures, such as barriers, may result in adverse visual impacts, depending upon the architectural and landscaping treatment given a particular wall.

5. Open Space - The Noise Element will result in both beneficial and adverse impacts for open space. Open Space may buffer noise-sensitive land uses or be noise-sensitive itself.

6. Noise - The Noise Element should result in the reduction of noise or the minimization of its impacts; both beneficial impacts.

7. Air Quality - Noise-attenuating measures for ground transportation such as designated truck routes and slower speed limits, may result in increased concentration of air pollutants.

8. Water Resources - The Noise Element will not impact water resources.

B. MITIGATION MEASURES AND CONDITIONS PROPOSED TO MINIMIZE THE IMPACT INCLUDING, BUT NOT LIMITED TO, MEASURES TO REDUCE WASTEFUL, INEFFICIENT, AND UNNECESSARY CONSUMPTION OF ENERGY

Mitigation measures to minimize adverse impacts resulting from the Noise Element are as follows:

1. Noise-Attenuation Measures - The utilization of sound absorption material within homes and buildings provides an additional benefit besides noise reduction. Proper insulation can retain heat and decrease the consumption of energy necessary for heating purposes.

2. Landform - Changes in landform can be accompanied by landscaping to improve the visual appearance.

3. Costs - The benefits of a noise control program in providing a quality environment will be increased efficiency, higher property values, fewer hearing difficulties, improved health, and maintenance of a quiet society. Certain noise-attenuation programs already mandated by the State and Federal governments will bear a portion of the costs.

C. UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The unavoidable adverse effects associated with the Noise Element are:

1. Minor alterations of landform due to construction of noise-attenuation measures.

2. Increased costs to enforce noise control programs, construct attenuation measures, and provide for additional services.

D. ALTERNATIVES TO PROPOSED PROJECT

The Noise Element contains a number of recommended program focusing on the abatement and control of noise for the benefit of the citizens of Los Alamitos. Various other alternatives to the proposed project are considered below.

1. "No action" alternative - This alternative was rejected because of the Noise Element is required by State law. If the City did not comply, other levels of government would assume leadership in areas of noise reduction and the City would play a subordinate role.

2. "Minimum action" alternative - This alternative is directed at adopting a Noise Element that satisfies the minimum requirements of the State law. Current noise levels within the City are expected to continue to rise in the future if comprehensive noise abatement programs are not implemented. This alternative was not adopted since it did not offer a positive attack on the City's noise environment.

3. "Maximum action" alternative - This alternative would attempt to lower noise levels to the greatest degree that will protect the health of citizens. This alternative would have far-reaching and significant impacts of its own. All major surface transportation

facilities would require redesign or the construction of attenuating walls and/or berms to reduce noise levels. Effective truck routing would be an essential component to reduce noise; however, total vehicle miles might increase as a result, thereby, increasing City-wide air pollution emission totals. Property around high noise sources would have to be purchased, displacing people and increasing costs substantially. These are only a few of the primary and secondary impacts which would result from the implementation of the "maximum action" alternative. This alternative was, therefore, rejected because of the prohibitive costs to the City's economy, mobility, and overall environment.

4. "Other standards" alternative - The Noise Element could have been based on different standards. Other standards could have been more restrictive (EPA, "Summary of Noise Levels Identified as Requisite to Protect Public Health and Welfare With An Adequate Margin of Safety"), or less restrictive (FHWA, "Design Noise Level/Land Use Relationships"). The choice of different standards could entail more or fewer costs to the City. This alternative was not chosen in favor of the standards incorporated in the Noise Element which were felt to balance environmental quality and economics.

E. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Over the short-term, the Noise Element for the City will cause disruption to existing and proposed landforms, traffic patterns, revenue allocation, and the commitment of energy and resources. This Element will lead to the long-term improvement of the noise environment of the City, in addition to better health for all residents.

F. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OR ENERGY SUPPLIES AND OTHER RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

Irreversible environmental changes involved in implementation of the Noise Element are as follows:

1. The commitment of energy and resources to construct and maintain noise-attenuating efforts and monitor the results.

2. Alterations to landform.

3. Expenditure of funds to implement and service noise programs.

4. Transportation Alternatives - Alternative means of transportation such as mass transit, bus lines, bicycle lanes, pedestrian facilities, and car pooling may result in noise reduction and, at the same time, reduce energy consumption in transportation.

G. THE GROWTH-INDUCING IMPACT OF THE PROPOSED ACTION

There is no direct growth-inducing impact involved in the implementation of this element. There may be secondary growth-inducing impacts; in that, some land uses may be encouraged or discouraged in certain areas by the addition of increased noise regulation and noise/land use planning controls.

The policies of the Noise Element will not result in increases in population or transportation. The Noise Element will, hopefully, reduce or minimize noise problems from the natural growth in these areas.

Appendix A

GLOSSARY

Appendix A

GLOSSARY

Prepared by the Staff of Olson Laboratories

1. A-Weighted Sound Level (dBA) - A unit of sound measurement in which a single number represents the human ear's response to sound. This is accomplished by a weighting network, signified as "A," assigned to the appropriate frequency bands and thereby reducing the effects of the low and high frequencies with respect to the medium frequencies. Sound level meters with an A-weighted scale are used for community noise measurement with units being expressed as dBA.

2. Ambient Noise - The total level of all noise near and far, detectable in a given system or environment, independent of the specific source being measured. The ambient represents all noises present at a given location.

3. Audible Range of Frequency - The normal frequency range of human hearing encompassing 16 Hz to 20,000 Hz.

4. Background Noise - The total level of all noise in a given situation with the exception of the desired sound (i.e., residual noise).

5. Community Noise Equivalent Level (CNEL) - A scale for cumulative measurement of community noise exposure for a 24-hour day, using the A-weighting sound level and expressed in logarithmic units. This CNEL scale takes into account the single event sound level, single event

duration, and single event occurrence of the noise source. Additionally, weighting factors place greater significance on noise events occurring in the nighttime (10 p.m. to 7 a.m.) than during the evening (7 p.m. to 10 p.m.) or daytime (7 a.m. to 7 p.m.). It is used for evaluating noise impact on an area.

6. Composite Noise Rating (CNR) - A 24-hour cumulative noise exposure method used for evaluating noise impact around airport facilities. It is utilized primarily by the Department of Defense in predicting noise environments around military airfields. CNR is similar, mathematically to CNEL minus the single event duration correction, and the accountability for evening weighting; nighttime weighting is different.

7. Day-Night Average Sound Level (L_{dn}) - A 24-hour A-weighted cumulative noise exposure method similar to CNEL but applies only a time of day weighting to the nighttime period (10 p.m. to 7 a.m.).

8. Decibel - The measurement scale of sound representing one-tenth of a bel. A decibel level of zero represents the faintest sound audible to the human ear. Decibels are logrithmic, thus, 100 decibels represent 10 billion times as much acoustic energy as one decibel.

9. Equivalent Sound Level (L_{eq}) - The level of a constant sound which over a given time interval and situation, equals the average sound energy of a time-varying sound. Usually related to period of time over which average is taken.

10. Frequency The number of times per second in which a sound wave is repeated, expressed in a measurement unit called Hertz (Hz).

11. Hearing Loss - At a specified frequency, an amount in decibels, by which the threshold of audibility for that person exceeds the normal threshold.

12. Impulsive Sound - A noise of high intensity and a short duration such as a gun shot or explosion.

13. Level - The value of an acoustical quantity in decibels.

14. L_{10} Level - The sound level exceeded 10 percent of the time. It is related to peaks of noise over time.

15. L_{50} Level - The sound level exceeded 50 percent of the time. It corresponds to the average level of noise over time.

16. L_{90} Level - The sound level exceeded 90 percent of the time, corresponding to the residual noise level.

17. Masking - A second, usually louder, sound that makes a first sound inaudible or unintelligible.

18. Mode Noise Level - The most frequently occurring noise level in any specified time interval.

19. Noise - Annoying, harmful, obnoxious, or unwanted sound.

20. Noise attenuation - The ability of a medium to reduce the level of a noise source, specified in decibels (dB) of transmission loss, usually in octave frequency bands.

21. Noise Contour - A line connecting geographical points of equal noise level as measured on the same scale.

22. Noise Exposure Forecast (NEF) - A 24-hour cumulative noise exposure method similar to CNR but with corrections for single event duration and pure tone components in sound source spectrum. Used almost exclusively for characterizing community impact to aircraft noise.

23. Noise Exposure Index (NEI) - The general mathematical form for L_{eq}, CNEL, CNR, NEF, and L_{dn}.

24. Noise Impacted Area - A specific area exposed to substantial levels of noise, usually described by a cumulative exposure rating scale.

25. Noise Performance Standards - A standard based on permitted emissions rather than on the category of type of land use.

26. Noise Referral Zone - Noise-affected areas identified by noise contour maps. Its intent is to act as a tool to identify noise-sensitive land uses.

27. Noise Sensitive Land Uses - Noise sensitive land uses include but are not limited to: residential, hospitals, schools, libraries, churches, unsoundproofed offices, hotels and motels, and outdoor recreational areas. The use of land in which individuals are or can be particularly affected by noise is determined by such factors as psychological impairment, sleep disturbance, speech and talk interference, and annoyance.

28. Peak Noise Level - The maximum instantaneous level that occurs during a specified time interval. In acoustics, maximum sound pressure is to be understood for single events unless some other kind of level is specified.

29. Permanent Threshold Shift - Permanent hearing loss at certain energy levels caused by exposure to excessive noise.

30. Residual Noise Level - The lowest noise level existing at a site in the absence of identifiable sources (i.e., background noise).

31. Sound - As used herein, a reaction in the ear caused by mechanical radiant energy of a source transmitted by longitudinal pressure waves in air or other elastic medium.

32. Sound Level Meter - A measurement instrument, containing a microphone, an amplifier, an output meter, and one or more frequency weighting networks, used for the determination of noise and sound levels.

33. Temporary Threshold Shift - A temporary hearing impairment at certain energy levels.

Appendix B

ANNOTATED BIBLIOGRAPHY

Appendix B

ANNOTATED BIBLIOGRAPHY

BACKGROUND ON NOISE PROBLEMS

Becker, R. W., et al. A Study of Sensitivity to Noise. Menlo Park: Standford Research Institute (for U.S., Department of Commerce), 1971.

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A report which analyzes the environmental and economic factors associated with the adoption of the acoustical treatment (soundproofing) ordinance proposed for the aircraft noise zones in Inglewood.

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Wyle Laboratories. Community Noise. U.S., Environmental Protection Agency. December 1971.

This report describes the outdoor noise environment, intruding noises, community reaction to and growth of noise pollution.

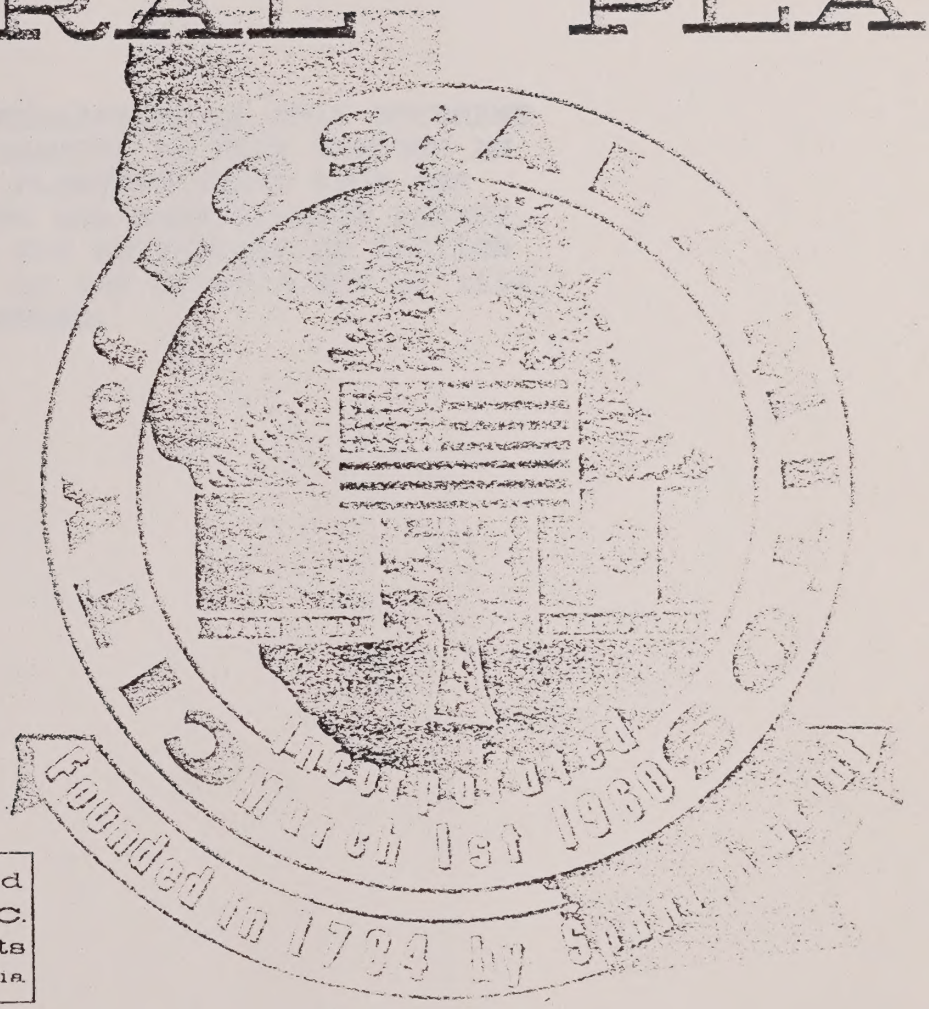
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City File Copy

Economic Survey

GENERAL PLAN



HAHN, WISE and
ASSOCIATES, INC.
Planning Consultants
San Carlos, California

THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION '701' OF THE HOUSING ACT OF 1954, AS AMENDED.

HAHN, WISE AND ASSOCIATES, INC.
Planning Consultants
San Carlos, California

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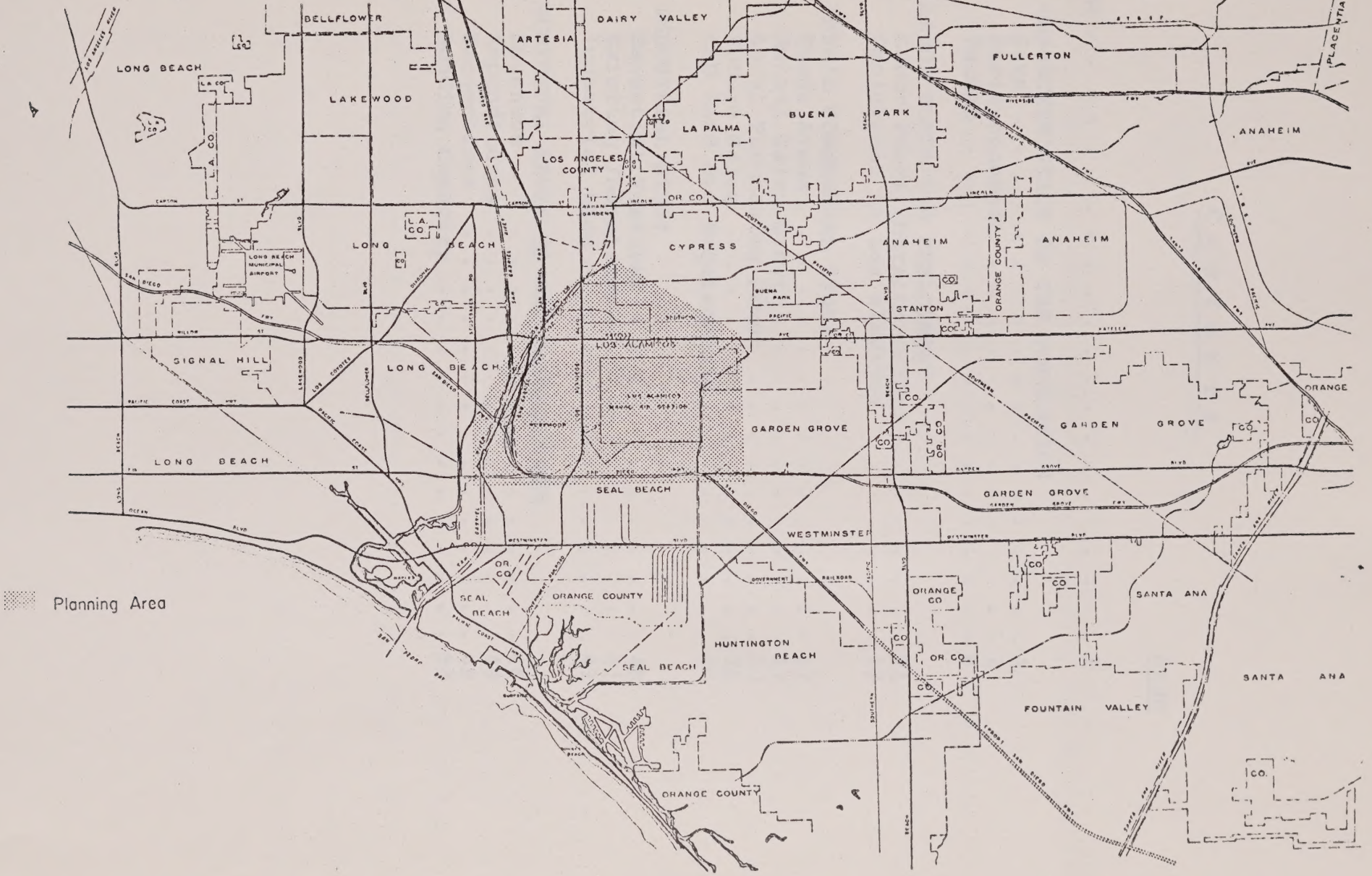
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THE CITY OF LOS ALAMITOS and VICINITY

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LOS ALAMITOS ECONOMIC SURVEY

GENERAL

The City of Los Alamitos lies directly south of Los Angeles in the northwest corner of Orange County. The city is part of the large Los Angeles-Orange County Metropolitan Area, and is close to major urban areas such as Long Beach, Buena Park, Orange, and Anaheim.

The City was incorporated as a General Law city in March, 1960, in order to provide community services needed for a growing area. The present population of 9,400 persons is expected to increase to 15,500 by 1985, reflecting future growth in industrial and retail activities within the City.

Los Alamitos is a suburban community in that the great majority of its residents work outside of the area. Nevertheless, there is a growing base of industrial and retail activity. This should provide greater employment opportunities to residents in the future, as well as provide the City with a greater source of municipal revenues.

I. GENERAL CHARACTERISTICS OF THE POPULATION

Population Size:

The population of the City of Los Alamitos is presently 9,400 persons. According to the Land Use element of the Los Alamitos General Plan, the population level can be expected to increase to 15,500 persons by 1985.

A total of 21,000 persons now live inside the Los Alamitos Planning Area. This includes all of the area within the corporate limits of Los Alamitos and the surrounding unincorporated area bounded by the San Diego Freeway, the San Gabriel Freeway and the city limits of Cypress, and of Garden Grove. By 1985, the population in the planning area should increase to 28,000 persons.

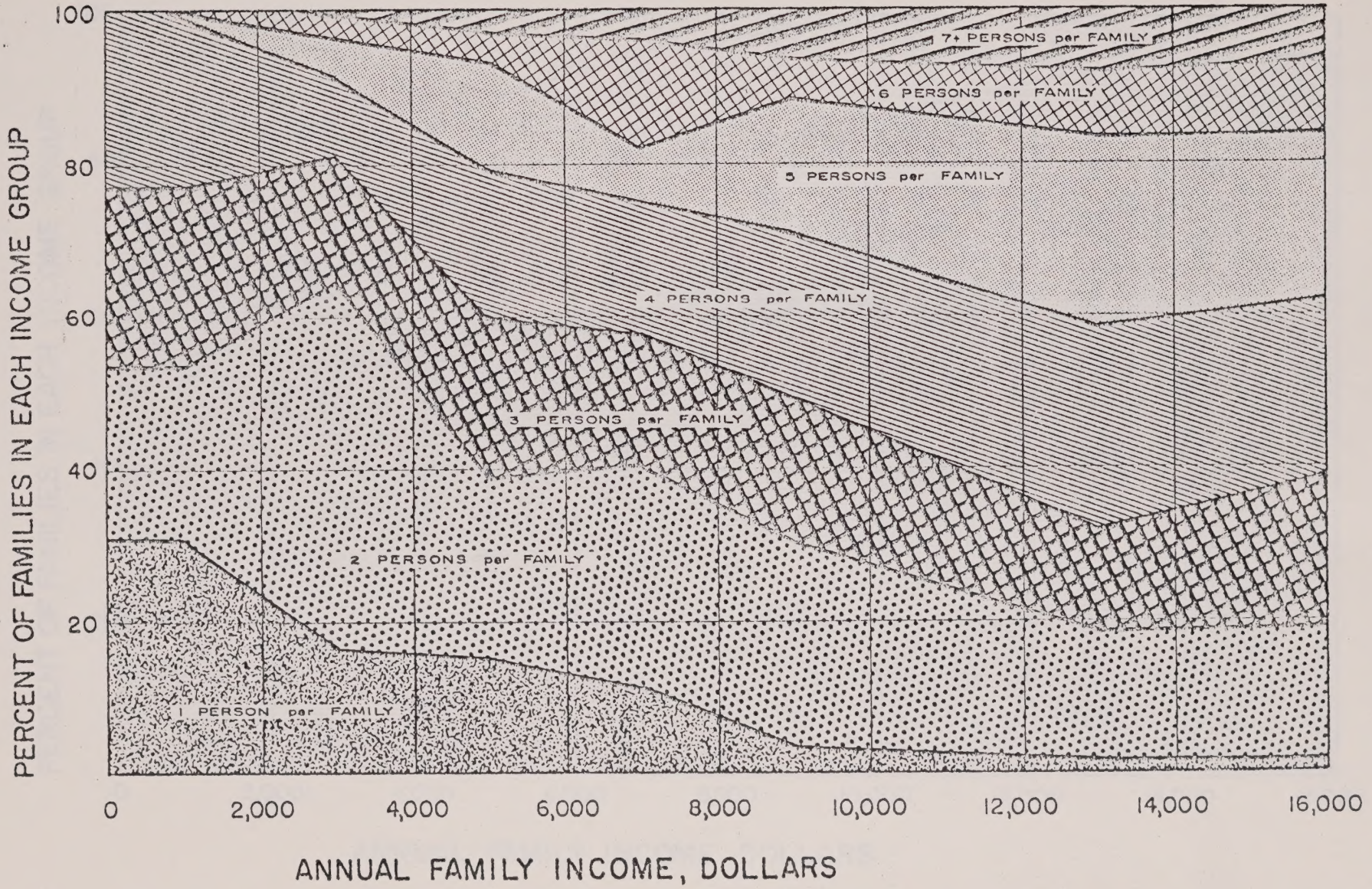
Socio-economic Characteristics.

According to a postcard survey taken during the summer of 1967, there is a city-wide average of 3.74 persons per household. The average number of persons per household is smaller among lower income families than among higher income families, as the accompanying Table shows. Also, higher income groups have a greater proportion of families with four or more persons. (Please refer to graph on the following page.)

AVERAGE POPULATION PER HOUSEHOLD BY FAMILY INCOME

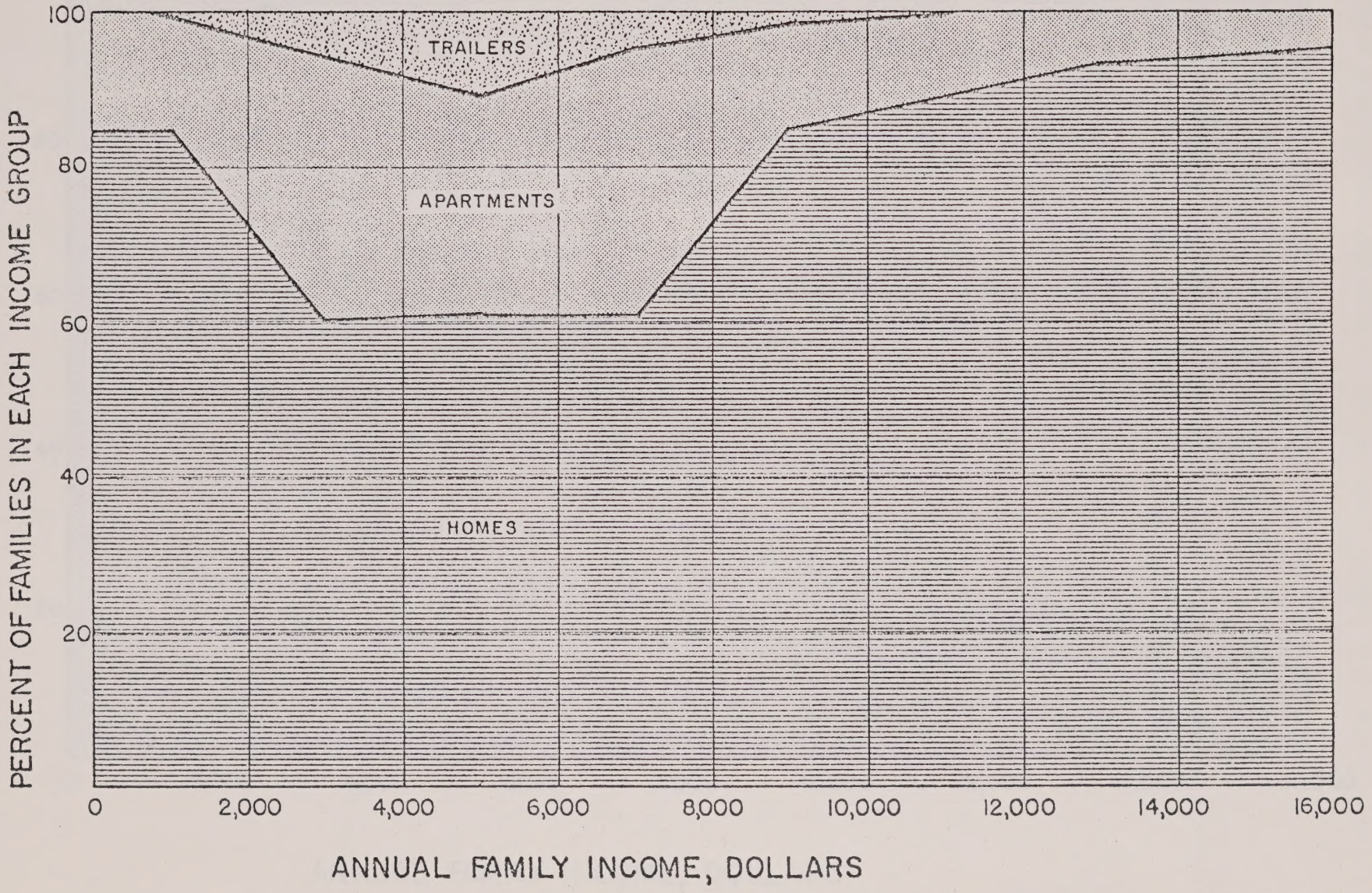
Family Income Level	Aver. Population
$ 0 - 2,000	2.38
2,000 - 4,000	2.51
4,000 - 6,000	3.19
6,000 - 8,000	3.29
8,000 - 10,000	3.73
10,000 - 15,000	4.22
15,000 and over	4.07
Average	3.74

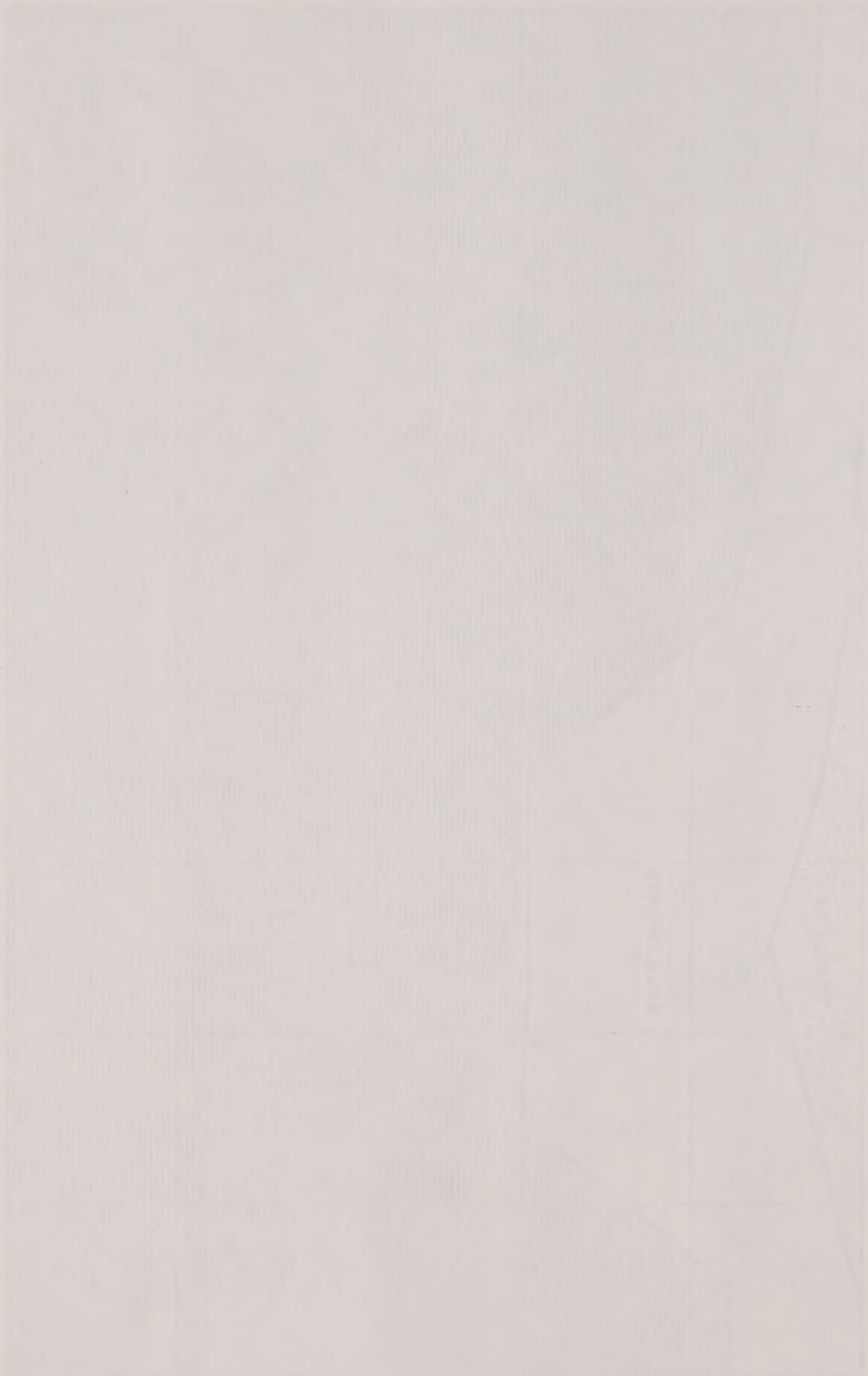
NUMBER OF PERSONS PER FAMILY, BY FAMILY INCOME, LOS ALAMITOS, 1967.



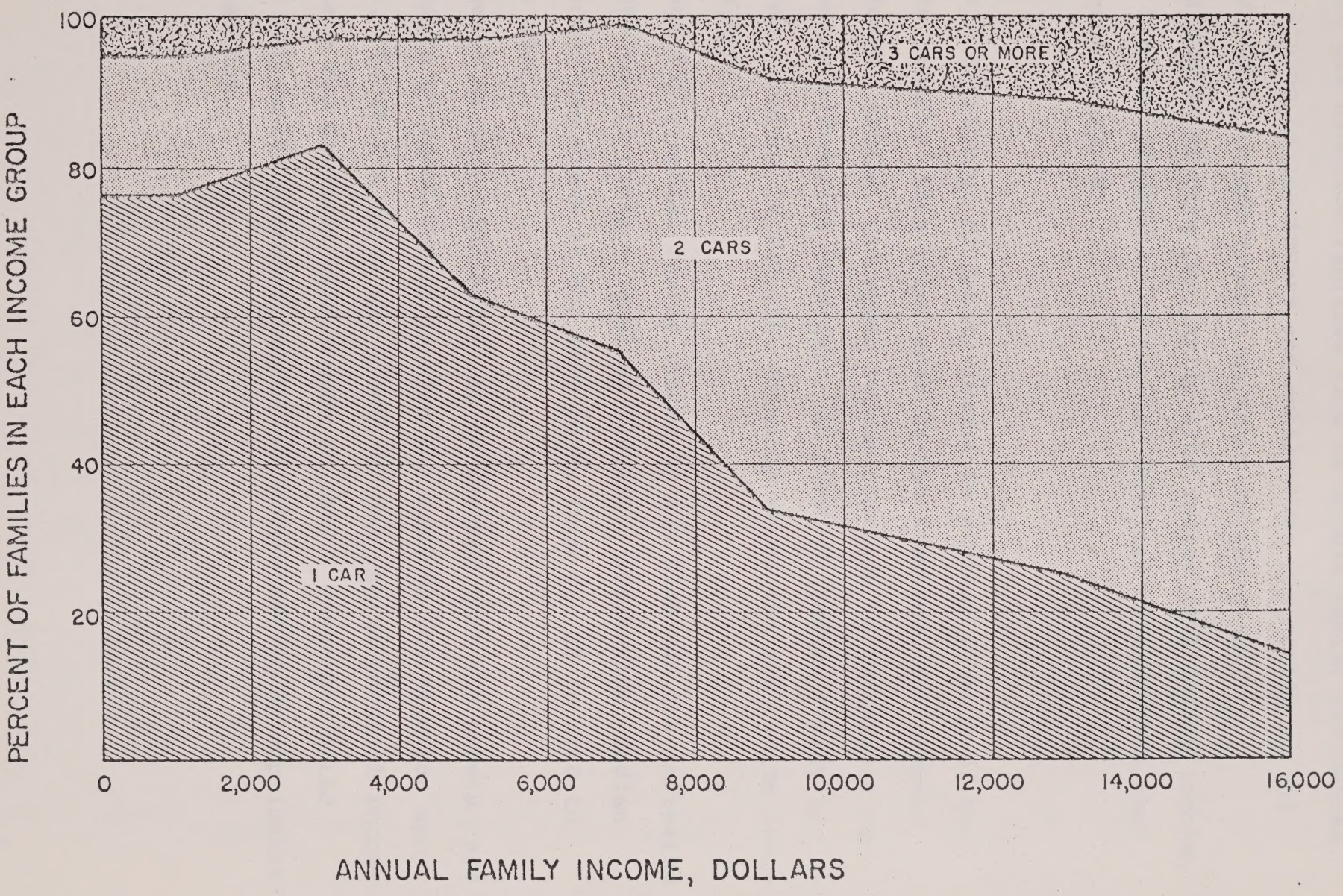


HOUSING CHARACTERISTICS BY INCOME, LOS ALAMITOS, 1967





CARS PER FAMILY, BY FAMILY INCOME, LOS ALAMITOS, 1967



Most Los Alamitos families live in single family residences. Families living in apartments and mobilehomes are mostly in the lower and middle income groups, as shown on the graph.

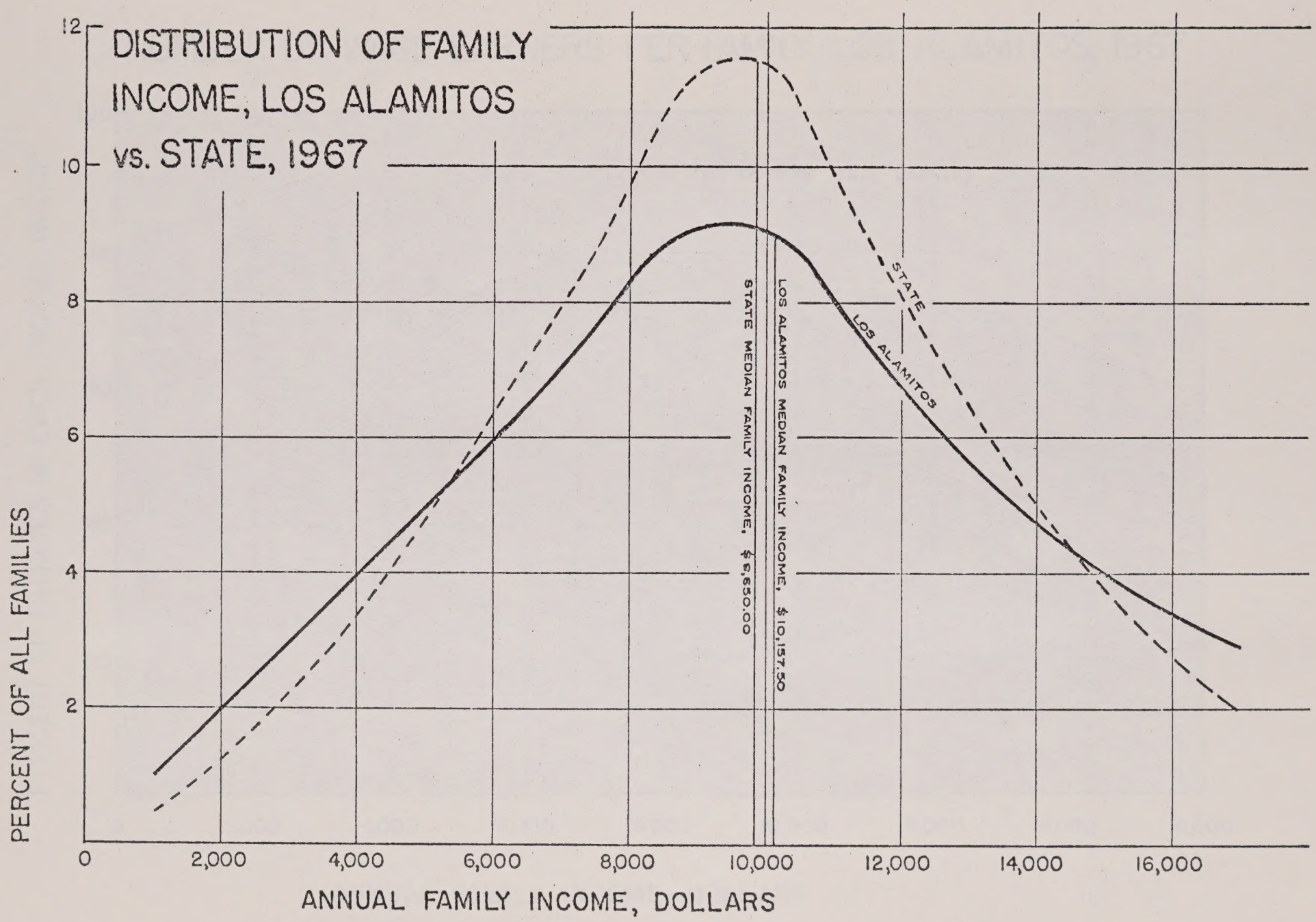
The number of cars per family also varies with family income, with the highest proportion of two-car families occurring in the upper income brackets.

Income.

The distribution of family income is similar to that of the State (See graph). This means that in Los Alamitos, the proportion of lower, middle, and upper income families is comparable to corresponding state-wide averages. At present, median family income in Los Alamitos is $10,158, slightly above the state-wide average of $9,850.

Since 1960, median family income in Los Alamitos has increased from $6,461 to its present level of $10,158. State-wide, median family income has grown at the same rate, from $6,732 in 2960 to $9,850 in 1967.

Because of this similarity, it is assumed that the growth rate of per capita personal income is also the same in Los Alamitos and the State. Table I-1 shows the growth of per capita personal income in the State and projects this growth to 1985. These projected levels of per capita personal income are considered to be applicable to Los Alamitos.


DISTRIBUTION OF FAMILY INCOME, LOS ALAMITOS vs. STATE, 1967
PERCENT OF ALL FAMILIES
12
10
8
6
4
2
0
2,000
4,000
6,000
8,000
10,000
12,000
14,000
16,000
ANNUAL FAMILY INCOME, DOLLARS
STATE
LOS ALAMITOS
STATE MEDIAN FAMILY INCOME, $9,650.00
LOS ALAMITOS MEDIAN FAMILY INCOME, $10,137.50



NUMBER OF WAGE EARNERS PER FAMILY, LOS ALAMITOS, 1967

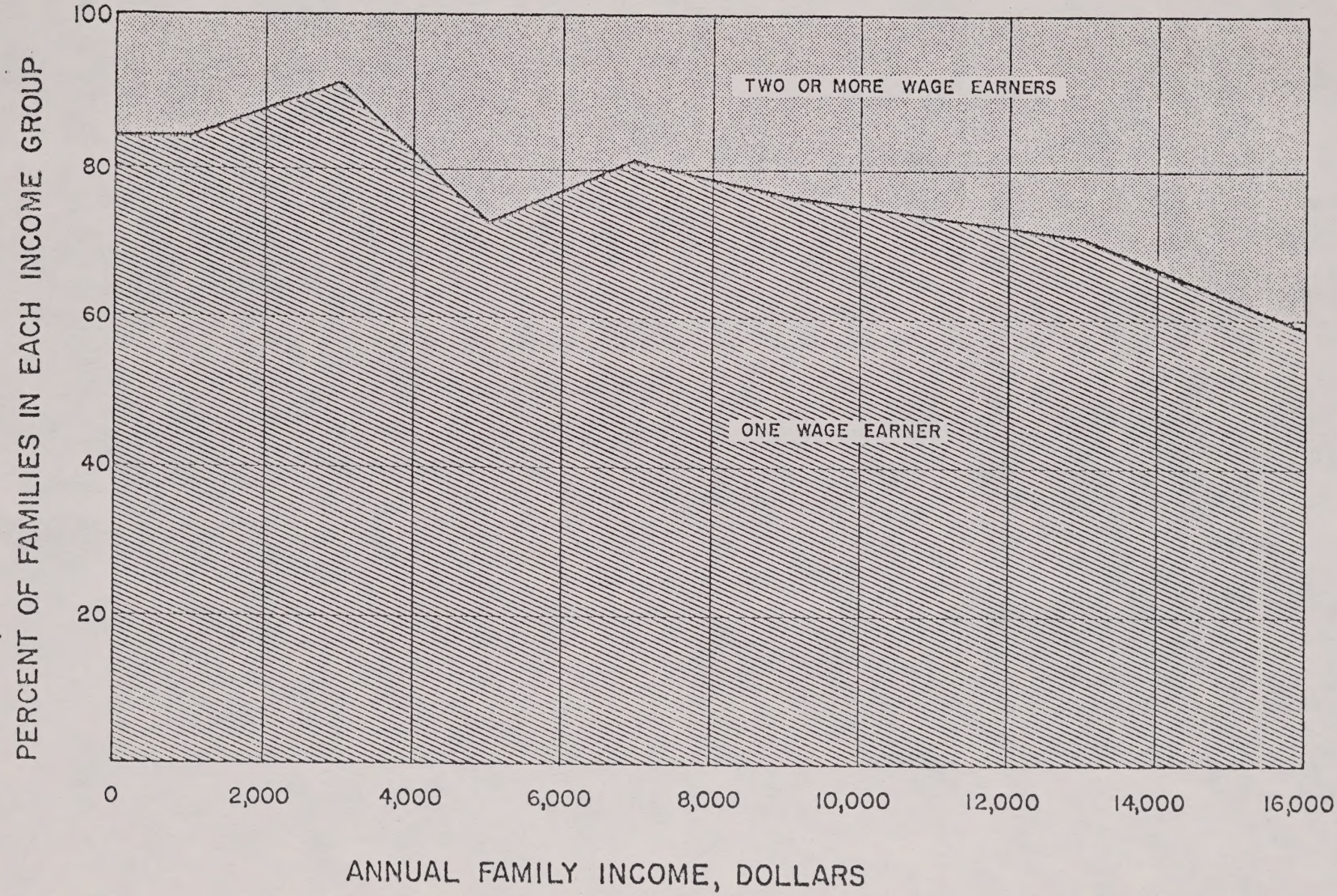


TABLE I-1

Personal Income Levels, Los Alamitos and State, 1950-1985

Year	Per Capita Personal Income 1. State	2. Los Alamitos	Los Alamitos 3. Population	Total Personal Income in Los Alamitos
1950	$1,886			
1955	2,394			
1960	2,756			
1965	3,261			
1966	3,400	$3,400	9,400	$31,960,000
1975		4,600	12,800	58,880,000
1980		5,500	14,000	77,000,000
1985		6,550	15,500	101,525,000

Sources:
1. U. S. Department of Commerce
2. Hahn, Wise & Associates projections, based on state-wide personal income trends
3. Los Alamitos General Plan, Land Use Element

By multiplying population estimates by projected levels of per capita personal income, a total level of personal income of $101,525,000 is calculated for 1985 (as shown on Table I-1). This future level of personal income is three times higher than the current level, estimated at $31,960,000.

II. LABOR FORCE AND EMPLOYMENT

Labor Force Characteristics:

Slightly more than 32% of the labor force is currently employed by various governmental agencies - municipal, federal, military, and educational institutions (see Table E-1). An additional 11.5% of the labor force is employed in aerospace industries which are also largely supported by tax dollars.

Employment trends vary according to family income levels, particularly in families having only one wage earner. In the upper income groups, there is a high proportion of workers employed in aerospace industries and financial services. In the lower income groups, there is a higher proportion of employment in personal services, construction, and in the government sector.

Occupations of the labor force are mostly related to the general classifications of management, scientific, sales, supervisoral, clerical, and labor (Table E-2). Occupations correspond to family income levels, with "scientists" and "managers" representing over half of the work force in upper income groups, and "clerical" and "labor" occupations dominant in lower income groups. There is a similar proportion of "proprietor" and "professional" occupations within lower, middle, and upper income groups.

Based on the 1967 post card survey, it is estimated that 27.9% of the Los Alamitos labor force works in Long Beach; 16.7% works in Los Alamitos, and 14.9% works in Los Angeles. The place of employment varies with family income levels. Over 90% of the workers with high family incomes work outside of Los Alamitos; half of the workers with low family incomes work inside Los Alamitos (Table E-3).

Employment in Los Alamitos:

At present, construction and manufacturing comprise the largest source of employment within Los Alamitos (Table E-4). However, the greatest number of local residents, working in Los Alamitos, are employed by government agencies (schools, military, and local government). The total labor force in Los Alamitos exceeds total employment in Los Alamitos, 3,290 persons to 2,762 persons.

Projections of future employment indicate that the number of local jobs available will grow faster than the local labor force. The projections of employment (Table E-4) have been made under the assumption that retail trade will continue to grow at a normal rate and that there will be full utilization of industrially zoned lands. This includes Los Alamitos Naval Air Station lands which might be available for private industrial use by 1985. Under these conditions, employment in Los Alamitos by 1985 will increase to 13,158 persons, substantially higher than the current level of employment, 2,762 persons.

BLE E-1

ployment of the Labor Force, by Industry, Los Alamitos, 1967
(all data represents percent of persons to total employment)

Industry	Family Income Groups ($1,000)													Aver. of all Empl.
	Families with one wage earner						All Groups	Families with two or more wage earners					All Groups	
	$ 0-4	$ 4-6	$ 6-8	$ 8-10	$ 10-15	$ 15 +		$ 4-6	$ 6-8	$ 8-10	$ 10-15	$ 15 +		
Government: Municipal, State & Federal	16.5	4.5	9.1	9.8	12.5	5.9	8.9	14.3	5.6	23.1	17.9	12.5	15.4	12.0
Military	49.7	13.7	6.8	7.3	14.6		14.1	19.0	11.1		1.5	1.8	4.3	9.4
Education		4.5	13.7	2.4	12.5	2.9	7.1			7.7	9.0	35.7	14.9	10.7
Total Governmt.	66.2	22.7	29.6	19.5	39.6	8.8	30.1	22.3	16.7	30.8	28.4	50.0	34.6	32.1
Manufacturing: Aerospace Indus.		9.2	11.3	12.2	12.5	20.6	11.7			11.5	13.4	16.1	11.2	11.5
Other Durable Goods		4.5	4.6			5.9	2.3		5.6		9.0	3.6	4.8	3.5
Non Durable Goods		4.5	6.8	4.9	4.2		3.7			7.7	4.5		2.7	3.3
Total Mfg.		18.2	22.7	17.1	16.7	26.5	17.7		5.6	19.2	26.9	19.7	18.7	18.3
Construction	5.5	9.0	15.9	7.3	6.3		7.0	4.8	22.2		3.0	1.8	4.3	5.4
Transportation			4.6	4.9	2.0	5.9	3.2				3.0	1.8	1.6	2.5
Public Utilities						2.9	.7			7.7	4.5	5.3	4.3	2.4
Retail & Whlse Trade	3.5	18.2	9.1	19.4	12.5	11.7	12.6	19.0	22.2	30.8	11.9	3.6	13.8	13.2
Services: Personal Services	10.7	22.7	4.6	4.9	6.3	2.9	7.5	28.5	16.6		7.5	5.3	9.1	8.2
Business "	3.5		2.2	12.2	4.2	8.9	5.5	4.8	5.6	7.7	6.0	8.9	6.9	6.2
Financial "	3.5			9.8	10.4	26.5	8.1	4.8			1.5	1.8	1.6	5.1
Medical "	7.1	9.2	11.3	4.9	2.0	5.9	6.6	4.8	11.1	3.8	7.3	1.8	5.1	6.6
Total Services	24.8	31.9	18.1	31.8	22.9	44.2	27.7	42.9	33.3	11.5	22.3	17.8	22.7	26.1
Total Employment	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: Hahn, Wise & Associates 1967 Postcard Survey

TABLE E-2
Occupation - Income Level
(all data represents percent of persons to total)

Reported Income Level
(Single wage earning families)

Occupation	$0-2,000*	$2,000-4,000*	$4,000-6,000	$6,000-8,000	$8,000-10,000	$10,000-15,000	$15,000 +	All Groups
Management				3.2	6.8	17.5	21.1	11.0
Scientific				1.6	14.9	28.9	30.3	17.4
Proprietors		6.7	8.3	3.2	4.1	7.0	6.1	5.8
Sales			8.3	11.3	5.4	12.3	15.2	10.2
Professional		6.7	2.8	11.3	4.1	9.6	15.2	8.8
Supervisoral	14.3		8.3	9.7	18.9	12.3	9.1	11.8
Foremen				4.8	1.4	4.4		2.4
White Collar-Office			5.6	4.8	5.4	2.6		3.2
Clerical	14.3	40.0	11.1	9.7	2.7			5.1
Labor	57.1	33.3	52.8	40.3	29.7	5.3	3.0	22.2
Unemployed	14.3	13.3	2.8					1.1
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(Families with 2 or more wage earners)

Management						6.7	4.0	3.6
Scientific				4.0	2.0	1.9	7.0	3.6
Proprietors					2.0	1.9	6.0	2.9
Sales			14.8	8.0	2.0	2.9	5.0	4.9
Professional			7.4	4.0		10.6	24.0	12.4
Supervisoral				12.0	16.0	8.7	10.0	9.8
Foremen					2.0	3.8	1.0	1.9
White Collar-Office			14.8	4.0	2.0	9.6	6.0	7.2
Clerical				24.0	20.0	19.2	19.0	18.0
Labor			63.0	44.0	54.0	34.6	17.0	35.4
Total			100.0	100.0	100.0	100.0	100.0	100.0

*Includes 3 families with 2 wage earners - not listed separately. Source: Hahn, Wise & Assoc., 1967 Postcard Survey

TABLE E-3

Place of Employment by Income Level
All data represents percent
of persons to total.

Income	Long Beach	Los Alamitos	Los Angeles	Anaheim	Huntington Beach	Downey	Lakewood	Seal Beach
- Families with one wage earner -								
$ 0-- 2,000	66.7	16.7						
2,000-- 4,000	13.9	62.1		3.4		3.4		3.4
4,000-- 6,000	24.3	27.0	10.8	2.7	2.7		10.8	
6,000-- 8,000	35.3	17.6	8.8	8.8		4.4	7.4	
8,000--10,000	36.4	5.2		2.6			2.6	2.6
10,000--15,000	22.6	5.6	29.8	1.6	3.2	4.0		1.6
15,000 +	23.5	2.9	27.9	4.4	11.8	2.9		1.5
- Families with two or more wage earners -								
$ 4,000-- 6,000	31.3	34.4	3.1			6.3		3.1
6,000-- 8,000	11.0	40.0	4.0			4.0		8.0
8,000--10,000	16.7	30.0	5.0	8.3		1.7	3.3	1.7
10,000--15,000	32.7	19.2	18.3	2.9	1.9		1.0	2.9
15,000 +	33.0	9.4	18.9	3.8	3.8	3.8	4.7	3.8
Combined Ave.	27.9	16.7	14.9	3.7	2.6	2.6	2.6	2.6

Source: Hahn, Wise & Associates, 1967 Mail Survey

TABLE E-4

Employment Projections, Los Alamitos: 1967 - 1985

	Employment in Los Alamitos			Employment of Los Alamitos Residents		
	1967	1975	1985	1967	1975	1985
Retail & Wholesale Trade	427	640	1,040	434	591	716
Personal, Financial & Professional Services	649	974	1,582	863	1,174	1,421
Construction & Manufacturing	836	3,500	9,600	776	1,057	1,280
Other Private Industries	22	30	36	161	220	266
Government (military, schools, & municipal)	830	850	900	1,056	1,438	1,742
Total Employment	2,762	5,994	13,158	3,290	4,480	5,425

	Employment in Los Alamitos - 1967	Residents Employed in Los Alamitos - 1967
Retail & Wholesale Trade	427	304
Personal, Financial, & Professional Services	649	272
Construction & Manufacturing	836	36
Other Private Industries	22	8
Government (military, schools, & municipal)	830	502
Total Employment	2,762	1,122

Source: Hahn, Wise & Associates Estimate

III. RETAIL COMMERCIAL STUDY

Trade Areas:

The Los Alamitos retail area is adjacent to stores in the unincorporated area of Rossmoor, and close to the Rossmoor Shopping Center in Seal Beach. Because of this close proximity of other trade areas, residents make frequent shopping trips out of Los Alamitos. In addition to the Rossmoor and Seal Beach centers, larger trade areas such as Long Beach, Lakewood and Buena Park capture a significant share of the local purchasing power. Table S-1 compares total sales of all outlets in Los Alamitos with total sales of outlets in other trade areas.

Table S-2 shows the historical growth of taxable sales for selected cities, as reported by the State Board of Equalization. Though taxable sales in Los Alamitos are small in comparison to those of other cities, they have increased at a faster rate, as is shown on the following graph. The trends in taxable sales in Los Alamitos indicate a future growth rate of taxable sales comparable to Long Beach, Lakewood, and Buena Park.

Retail Sales Growth in Los Alamitos:

The two following graphs, showing quarterly sales for selected sales categories in Los Alamitos, give a precise picture of retail sales growth since 1961. From 1963 to the middle of 1965, retail sales increased rapidly, due principally to building material sales increases. Though building material outlets in Los Alamitos are classified as "retail" outlets by the State Board

TABLE S-1

Total Sales for Major Trade Centers and Los Alamitos, 1966
(in thousands of dollars)

Type of Outlet	Long Beach	Lakewood	Buena Park	Los Alamitos
Apparel Stores	$ 27,315	$ 13,890	$ 10,708	*
General Merchandise Stores	78,850	58,523	57,194	*
Drug Stores	26,155	6,011	6,898	*
Food Stores	134,222	37,054	25,221	$ 4,079
Packaged Liquor Stores	19,772	4,313	1,586	*
Eating & Drinking Places	63,101	8,029	17,173	957
Home Furnishings	33,536	3,521	2,551	*
Building Materials and Farm Implements	28,530	1,612	3,827	3,949
Auto Dealers and Auto Supplies	93,593	28,592	11,742	*
Service Stations	34,928	5,939	5,147	1,573
Other Retail Outlets	58,258	9,093	8,706	1,348
Total Retail Sales	598,260	176,577	150,748	11,906
Other Outlets	172,214	5,361	20,361	2,608
Total Sales	$770,474	$181,938	$171,109	$14,514

*Data withheld by State Board of Equalization to prevent disclosure of confidential information; data included with "Other Retail Outlets" and included in Totals.

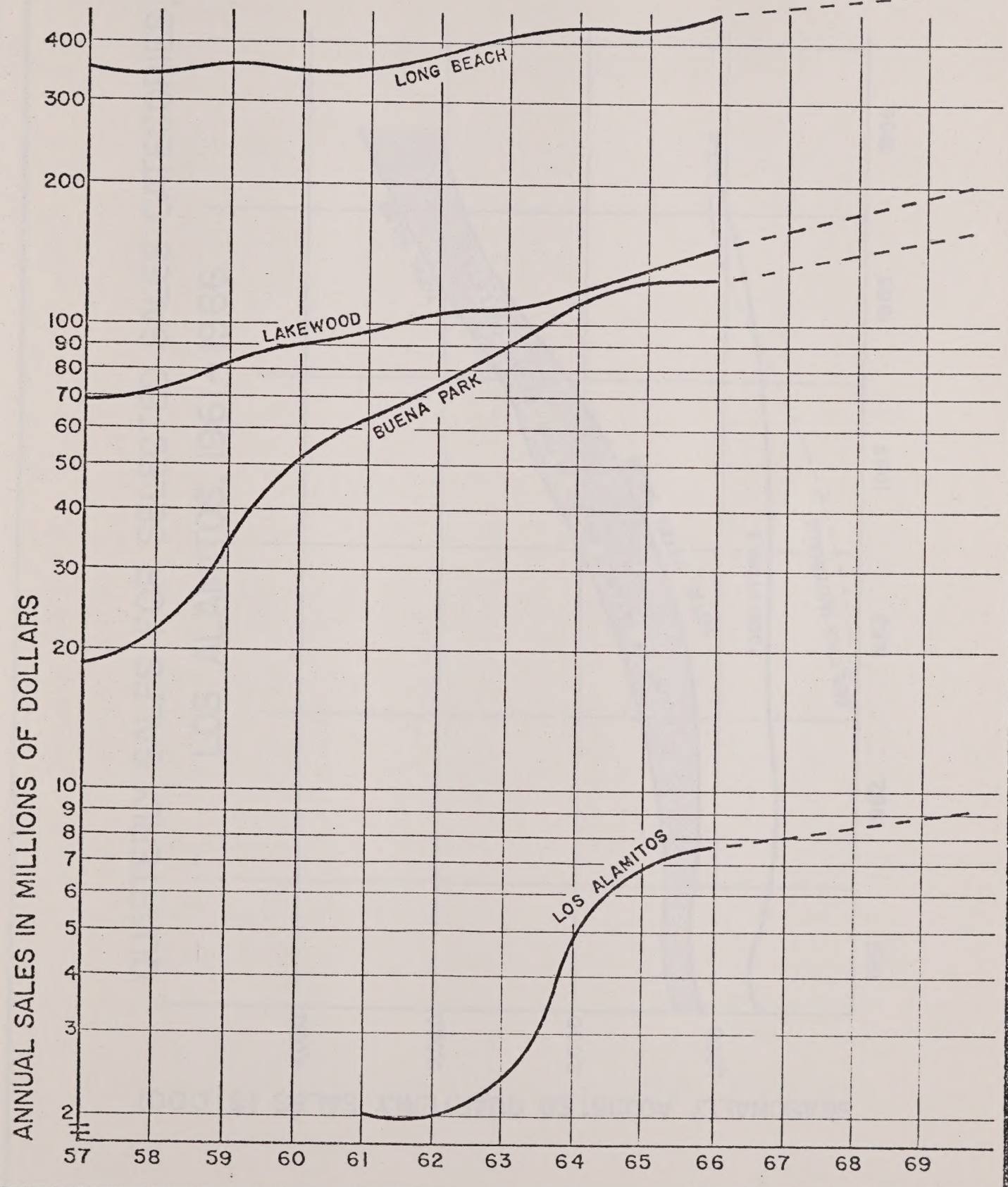
TABLE S-2

Taxable Retail Sales For Selected Cities, 1957-1966
(in thousands of dollars)

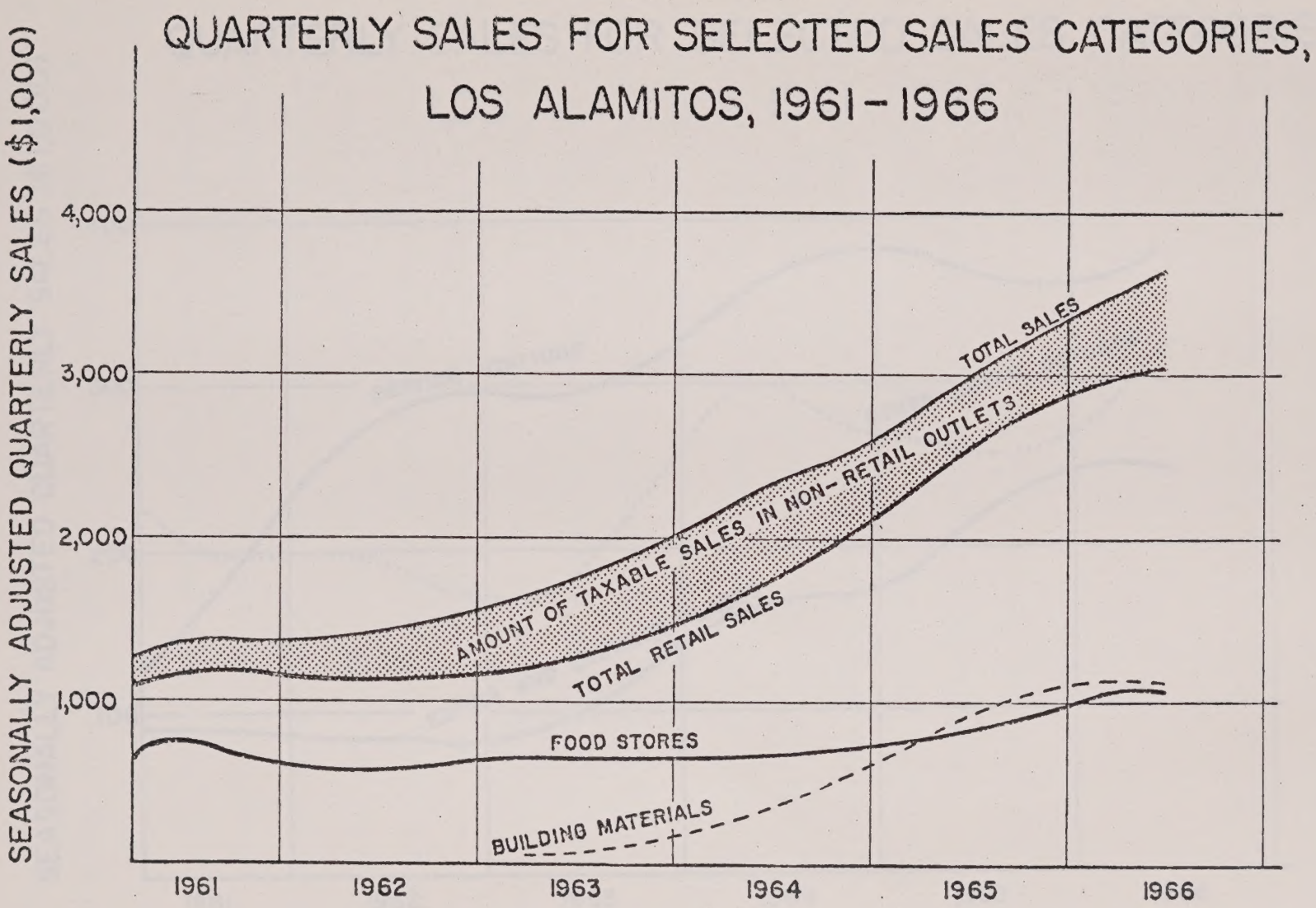
Year	Los Alamitos	Long Beach	Lakewood	Buena Park
1966	$7,642	$462,646	$142,659	$126,000
1965	6,978	433,679	127,302	121,269
1964	5,054	434,496	115,369	112,826
1960	2,326	405,301	108,244	88,617
1962	1,916	372,378	104,193	73,376
1961	2,031	346,224	95,888	61,594
1960	975*	352,834	89,772	50,526
1959	--	365,327	79,998	33,256
1958	--	332,755	69,511	20,835
1957	--	353,640	67,751	18,435

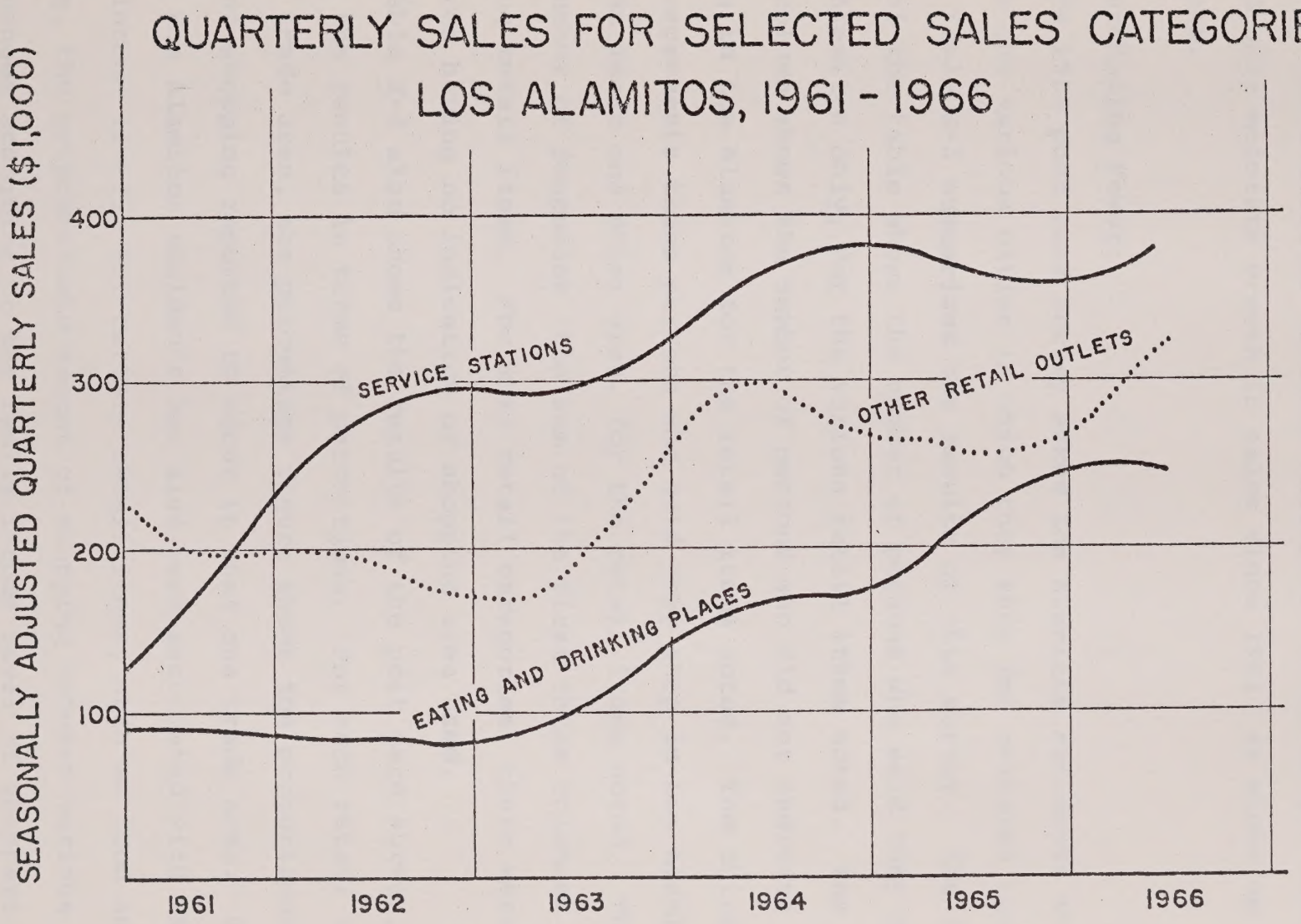
*Sales reported for Third and Fourth Quarter only.

RETAIL SALES FOR SELECTED CITIES, 1957-1969






QUARTERLY SALES FOR SELECTED SALES CATEGORIES,
LOS ALAMITOS, 1961-1966
SEASONALLY ADJUSTED QUARTERLY SALES ($1,000)
4,000
3,000
2,000
1,000
TOTAL SALES
AMOUNT OF TAXABLE SALES IN NON-RETAIL OUTLETS
TOTAL RETAIL SALES
FOOD STORES
BUILDING MATERIALS
1961
1962
1963
1964
1965
1966


QUARTERLY SALES FOR SELECTED SALES CATEGORIES
LOS ALAMITOS, 1961 - 1966
SEASONALLY ADJUSTED QUARTERLY SALES ($1,000)
400
300
200
100
SERVICE STATIONS
OTHER RETAIL OUTLETS
EATING AND DRINKING PLACES
1961
1962
1963
1964
1965
1966

of Equalization, most of these outlets are not "retail" in nature, but instead represent lumber yards located on industrial lands outside of the commercial business district. Other retail outlets have had only moderate growth in sales since 1961, as shown on the two graphs.

Local Purchasing Power:

The 1967 post card survey asked Los Alamitos residents to indicate the various cities in which they shop for selected retail items. Table S-3 summarizes the results of this survey. The first column of the table shows the number of persons who said they shop in Los Alamitos only, for the various retail items noted. The second column shows the number of persons who did not indicate any shopping in Los Alamitos for the retail items noted. The third column represents those persons who said they shop in Los Alamitos, and in at least one other area, for the retail items noted. The total number of responses (the sum of the first three columns) varied among retail items. For most retail categories, there were few post cards having no indication of shopping area used.

Table S-4 also shows the results of the post card survey, stating the results in terms of percentages. For each retail item in each trade area, the percentage figure shows the proportionate amount of shopping reported to occur in that one trade area. Shopping by Los Alamitos residents has also been associated with the family income level. For certain retail items, such as food and clothing, the proportionate amount of shopping between various trade areas changes according to the family income level of shoppers. In

TABLE S-3

Results of 1967 Post Card Survey, Los Alamitos Residents*

	Trade Areas or Selected Types of Retail Buying			Number of Cards With Answers	Number of Cards having No Answers
	Los Alamitos Only	Other Areas Only	Los Alamitos and Other Areas		
Food	365	117	132	614	22
Clothing	27	452	99	578	58
Other Daily Needs	303	100	120	523	113
Furniture & Appliances	8	406	20	434	172
Hardware	309	169	53	531	105
Paint & Lumber	292	136	54	482	154
Autos & Trucks	12	342	0	354	282
Gasoline	421	66	77	564	72
Auto Service	247	240	60	547	89

*636 Cards were received.

TABLE S-4

Results of 1967 Post Card Survey, Los Alamitos
(Percentage of all responses indicating resident shopping in Selected Trade Areas, by type of retail commodity)

Los Alamitos Area Preferred

Income Group	Food	Clothing	Other Daily	Furniture	Hardware	Paint	Auto	Gas	Auto Service
$ 0- 2,000	83.3	30.8	80.0	15.0	60.0	58.3	0	78.6	61.5
2,000- 4,000	60.0	15.6	77.8	0	74.1	73.9	7.1	93.8	61.8
4,000- 6,000	78.2	13.5	65.7	6.0	55.6	59.6	3.8	78.1	53.3
6,000- 8,000	62.4	6.1	60.0	4.2	63.6	61.5	5.5	80.3	56.3
8,000-10,000	60.1	9.4	65.2	3.8	60.9	60.0	1.6	76.7	51.8
10,000-15,000	64.3	12.2	56.3	2.1	57.9	65.1	3.8	72.7	42.0
15,000 +	67.5	15.8	60.0	3.6	65.9	71.6	0	69.7	40.7
All Groups	65.2	12.2	61.5	3.7	61.4	64.8	2.9	75.6	47.8

Long Beach Area Preferred

$ 0- 2,000	16.7	61.6	20.0	66.7	30.0	33.3	100.0	21.4	30.8
2,000- 4,000	30.0	33.3	8.3	45.8	3.7	8.7	50.0	6.3	17.6
4,000- 6,000	15.3	29.2	14.9	40.3	3.7	19.1	61.5	9.4	25.0
6,000- 8,000	20.5	32.6	14.7	43.2	16.9	16.7	63.6	8.3	25.3
8,000-10,000	16.8	27.1	8.7	51.8	9.1	8.0	60.9	7.8	28.2
10,000-15,000	17.4	31.7	17.3	45.8	8.1	11.8	56.8	9.8	31.7
15,000 +	10.6	30.6	20.0	43.2	6.5	10.3	64.3	9.1	32.6
All Groups	16.9	30.9	15.4	44.4	8.9	12.5	58.2	9.1	29.0

TABLE B-4, Cont'd

Results of 1967 Post Card Survey, Los Alamitos
(Percentage of all responses indicating resident shopping in Selected Trade Areas, by type of retail commodity)

Buena Park Area Preferred

Income Group	Food	Clothing	Other Daily	Furniture	Hardware	Paint	Auto	Gas	Auto Service
$ 0- 2,000		7.7		8.3					
2,000- 4,000		15.6	5.6	33.3	3.7				
4,000- 6,000		17.7	1.5	10.4	1.9	4.3			1.7
6,000- 8,000		21.2	8.4	16.8	6.5	9.0		1.0	
8,000-10,000	.7	24.9	5.2	18.2	6.4	9.0	3.1	.9	
10,000-15,000	.9	17.2	3.8	11.3	4.6	4.3		.5	1.5
15,000 +		9.6	3.6	12.2	3.3	2.6			.7
All Groups	.4	17.4	4.5	13.6	4.5	5.2	.5	.5	.8

Lakewood Area Preferred

$ 0- 2,000									
2,000- 4,000	2.5	15.6	5.6	16.7					2.9
4,000- 6,000	1.5	13.6	1.5	17.9		4.3	11.5		1.7
6,000- 8,000	2.6	15.2	8.4	11.6	2.6		7.3	1.6	3.4
8,000-10,000	2.8	17.1	5.2	16.4		4.0	9.4	1.0	2.7
10,000-15,000	2.7	17.8	3.8	12.1	3.6	2.7	3.0	.9	2.9
15,000 +	2.6	16.7	3.6	13.7	1.6	.9	2.4	.5	3.7
All Groups	2.4	16.3	4.0	13.2	1.8	2.1	5.0	.6	3.0

food and clothing, for example, shopping is more "localized" in the lower and the upper income groups than in the middle income groups. The trade areas shown on the table - Los Alamitos, Long Beach, Lakewood, and Buena Park - represent the areas which residents listed most frequently.

Table S-5 shows what happens to local purchasing power. The first column is an estimate of how much the residents of Los Alamitos spent anywhere, during 1966, on various retail items. From the shopping preferences shown on Tables S-3 and S-4, the amount of money they actually spent in Los Alamitos has been estimated and is shown in Column 2. The difference between total spending, and resident spending in Los Alamitos, represents the loss of local purchasing power to outside areas - Column 3. Offsetting this loss is the trade which Los Alamitos stores get from non-residents - Column 4. However, in most retail categories, the trade with non-residents does not fully offset the loss of local purchasing power; as a result, there is a deficit balance of trade with outside communities - Column 5. Column 6 shows actual retail sales in Los Alamitos, which result from resident spending plus (or minus) the balance of trade with outside communities.

If it was possible for local merchants to capture all local purchasing power, without regard to increasing or decreasing trade with non-residents, Los Alamitos retail sales could be more than double their present level - Column 7. However, it is not possible for local merchants to do this; as a result, a reasonable level of potential sales must be determined.

TABLE

Balance of Trade With Other Areas, Los Alamitos, 1966
(in thousands of dollars)

Retail Outlet	1. Resident Spending	2. Resident Spending in Los Alamitos	3. Loss of Local Purchasing Power	4. Trade with Non-Residents	5. Balance of Trade	6. Actual Sales	7. Total Sales Possible	8. Potential Sales
Apparel Stores	$ 809	$ 98	$ 711	$ 1	-$ 710	$ 99	$ 810	$ 628
General Merchandise	1,916	72	1,844	0	- 1,844	72	1,916	1,041
Drug Stores	565	347	218	13	- 205	360	578	598
Food Stores	3,723	2,614	1,109	1,465	+ 356	4,079	5,188	4,079
Packaged Liquor	388	44	344	19	- 325	63	407	265
Eating & Drinking	1,265	506	759	451	- 308	957	1,716	957
Furniture & Appliances	722	29	693	211	- 482	240	933	434
Building Materials	919	588	331	3,361	+ 3,030	3,949	4,280	3,949
Auto Dealers & Supplies	2,437	141	2,296	0	- 2,296	141	2,437	2,142
Service Stations	1,518	1,251	267	322	+ 55	1,573	1,840	1,615
Other Retail Outlets	887	350	537	23	- 514	373	910	1,098
Total Retail	$15,149	$6,040	$9,109	$5,866	-$3,243	$11,906	$21,015	$16,806

1. Based on State Board of Equalization, Studies by Frank Emery Cox, Berkeley, and on 1963 U.S.Census of Family Expenditures
2. Based on 1967 post card survey
3. Based on subtracting resident spending in Los Alamitos from total resident spending
4. Based on subtracting resident spending in Los Alamitos from total sales in Los Alamitos
5. Determined by subtracting loss of local purchasing from trade with non-residents
6. Represents resident spending (Column 1) plus or minus the balance of trade (Column 5)
7. Total sales possible represent the sum of resident spending plus trade with non-residents
8. Potential sales have been calculated from an independent analysis. In two categories, potential sales exceed resident spending combined with non-resident trade indicating that non-resident trade could be higher.

In a previous study of all California cities for which ample sales data was available, the loss of local purchasing power was related to the relative size and distance of competing trade areas. In applying the results of this study to Los Alamitos, sales potentials were calculated on the basis of relative size and proximity of Long Beach, Lakewood, Buena Park, and other competing trade areas. In essence, the calculated sales potentials represent sales levels which are currently achieved in California cities having similar circumstances to those found in Los Alamitos. Column 8 of Table S-5 shows these sales potentials for each retail category. In most instances, sales potentials are less than the current total of all resident and non-resident spending. In two retail categories, "food stores" and "other retail outlets", potential sales are slightly above the current level of resident and non-resident spending indicating greater trade possible with non-residents. Overall, if Los Alamitos merchants could capture a fair share of their market, Los Alamitos retail sales would increase to nearly 17 million dollars from their current level of 12 million dollars.

In addition to local purchasing power, there is the purchasing of Rossmoor residents which will continue to be available for spending in Los Alamitos. Out of Rossmoor's total population of 13,000, approximately 7,700 persons use food and other retail stores in the unincorporated area of Rossmoor. During 1966, these 7,700 persons spent an estimated $12,442,000 on retail items, of which only $4,440,000 was spent in Rossmoor, mostly for food (see Tables S-6 and S-6A. Considering the relative size and distance of Rossmoor from competing trade areas, Rossmoor stores have the potential of

capturing $8,890,000 of local purchasing power. Inasmuch as there is no available land for expanding retail activities in Rossmoor, the potential sales that Rossmoor cannot accommodate through existing outlets automatically become an additional sales potential for Los Alamitos stores (Table S-6).

Future Sales:

Table S-6A shows the projected growth of retail spending by Los Alamitos and Rossmoor residents. From these projected spending levels, future sales potentials have been calculated for the Los Alamitos CBD area. One calculation is based on local purchasing power alone (Table S-7). A second is based on the combined purchasing power of Los Alamitos and Rossmoor residents (Table S-8). Table S-9 compares the total sales potential for Los Alamitos in 1985, to resident spending and to purchases made by both Los Alamitos and Rossmoor residents. Table S-10 shows the projected level of 1985 sales for the entire planning area, including Rossmoor stores and Los Alamitos lumber yards which are outside of the CBD district.

CBD Land Use Requirements:

Existing land use is shown on Table S-11. The building area listed is approximately the same as the floor area, inasmuch as there are no two-story buildings in which retail activities occur on both floors. By dividing retail sales by the square feet of floor area (or building area), a reliable average of sales per square foot can be obtained (as shown on the table). The estimated sales per square foot are similar to Frank Emery Cox's estimates of minimum sales per square foot in each retail category. Therefore, the existing ratios of sales per

square foot were divided into the projected sales levels, to arrive at estimated land use requirements by 1985 (Table S-12). The projected building area for the CBD area by 1985, in combination with required parking space, totals 2,153,723 square feet. This is approximately the area designated in Los Alamitos General Plan, Land Use Element Element, as commercial retail district.

TABLE S- 6
Rossmoor Central Business District* Potential and Actual Retail Sales, 1966
(in thousands of dollars)

Retail Outlet	1966 Sales	Potential 1966 Sales**	Potential Available to Los Alamitos CBD***
Apparel Stores		$ 242	$ 242
General Merchandise		120	120
Drug Stores	$ 428	428	
Food Stores	3,053	3,053	
Packaged Liquor	151	180	29
Eating & Drinking	657	657	
Furniture & Appliances		297	297
Building Materials		541	541
Auto Dealers & Supplies	40	1,379	1,339
Service Stations	115	1,244	1,129
Other Retail Outlets		757	757
Total Retail	$4,444	$8,898	$4,454

* Includes all retail stores within the unincorporated area of Rossmoor

** Based on a Trade Area Population 7,708. The balance of Rossmoor's 13,000 persons are part of the Seal Beach Trade Area Population.

*** Because no additional land is available for additional retail outlets in Rossmoor, Rossmoor residents will continue to rely on other shopping areas to meet their shopping needs.

TABLE S-6A
Retail Spending By Residents of Los Alamitos and Rossmoor, 1966-1985*
(in thousands of dollars)

	Los Alamitos		Rossmoor*	
	1966	1985	1966	1985
Personal Income	$31,960	$101,525	$26,207	$50,487
Retail Spending:				
Apparel Stores	809	2,570	663	1,278
General Merchandise	1,916	6,088	1,571	3,027
Drug Stores	565	1,795	463	893
Food Stores	3,723	11,824	3,052	5,880
Packaged Liquor	388	1,232	318	613
Eating & Drinking	1,265	4,018	1,037	1,998
Furniture & Appliances	722	2,295	593	1,142
Building Materials	919	2,916	753	1,450
Auto Dealers & Supplies	2,437	7,743	1,999	3,850
Service Stations	1,518	4,822	1,245	2,398
Other Retail Spending	887	2,820	728	1,402
Total Retail Spending	$15,149	$48,123	$12,422	$23,931

*Includes only 7,708 Persons who regularily shop in Rossmoor. The rest of Rossmoor's 13,000 population uses Rossmoor Shopping Center, which is part of Seal Beach.

TABLE S-7
Sales Projections, Los Alamitos CBD, based on local purchasing power in Los Alamitos
(in thousands of dollars)

Retail Outlet	Estimated 1966 Sales	Potential 1966 Sales	Potential 1975 Sales	Potential 1980 Sales	Potential 1985 Sales
Apparel Stores	$ 99	$ 628	$ 1,157	$ 1,513	$ 1,995
General Mdse	72	1,041	1,918	2,508	3,308
Drug Stores	360	598	1,102	1,440	1,900
Food Stores	4,079	4,079	7,513	9,825	12,954
Packaged Liquor	63	265	452	591	780
Eating & Drinking	957	957	1,763	2,306	3,040
Furniture and Appliances	240	434	801	1,047	1,380
Building Matls.	57	851	1,567	2,047	2,700
Auto Dealers & Supplies	141	2,142	3,891	5,087	6,707
Service Stations	1,573	1,615	2,975	3,891	5,130
Other Retail Outlets	373	1,098	2,024	2,648	3,491
Total Retail	$8,014	$13,708	$25,163	$32,903	$43,385

TABLE S-8
Sales Projections - Los Alamitos CBD - based on Los Alamitos and Rossmoor Purchasing Power*
(in thousands of dollars)

Retail Outlet	Actual 1966	Potential 1966	Potential 1975	Potential 1980	Potential 1985
Apparel Stores	$ 99	$ 870	$ 1,484	$ 1,905	$ 2,461
General Mdse	72	1,160	2,080	2,702	3,539
Drug Stores	360	598	1,102	1,440	1,900
Food Stores	4,079	4,079	7,513	9,825	12,954
Package Liquor	63	294	491	638	836
Eating & Drinking	957	957	1,763	2,306	3,040
Furniture & Appliances	240	731	1,203	1,527	1,952
Building Matls.	57	1,392	2,299	2,922	3,742
Auto Dealers & Supplies	141	3,481	5,702	7,252	9,286
Service Stations	1,573	2,744	4,502	5,717	7,528
Other Retail Outlets	373	1,855	3,010	3,825	4,893
Total Retail	$8,014	$18,162	$31,149	$40,059	$52,131

*Rossmoor purchasing power based on 7,704 residents who constitute the trade area population of Rossmoor's retail outlets.

TABLE S-9
Components of Los Alamitos CBD Retail Sales - 1985
(in thousands of dollars)

Retail Outlet	Los Alamitos Resident Retail Spending 1985	Los Alamitos Resident Retail Purchases in Los Alamitos 1985 [1.]	Rossmoor Resident Retail Spending 1985 [2.]	Rossmoor Retail Purchases in Los Alamitos 1985 [2.]	Combined Purchasing Power 1985	CBD Sales in Los Alamitos 1985
Apparel Stores	$ 2,570	$ 1,995	$ 1,278	$ 466	$ 3,848	$ 2,461
General Mdse.	6,088	3,308	3,027	231	9,115	3,539
Drug Stores	1,795	1,900	893		2,688	1,900
Food Stores	11,824	12,954	5,880		17,704	12,954
Package Liquor	1,232	780	613	56	1,845	836
Eating & Drinking	4,018	3,040	1,998		6,016	3,040
Furniture & Appliances	2,295	1,380	1,142	572	3,437	1,952
Building Materials	2,916	2,700	1,450	1,042	3,958	3,742
Auto Dealers and Supplies	7,743	6,707	3,850	2,579	11,593	9,286
Service Stations	4,822	5,130	2,398	2,398	7,220	7,528
Other Retail Outlets	2,820	3,491	1,402	1,402	4,222	4,893
Total Retail	$48,123	$43,385	$23,931	$ 8,746	$72,054	$52,131

1. The trade area population for Los Alamitos stores is 10,000, or 600 persons greater than the estimated city population of 9,400. Sales potentials and projections were based on trade area population spending; accordingly, 1985 sales projections include non-resident purchases; in some sales categories, future sales potentials exceed resident purchasing power due to non-resident purchases.

2. Based on trade area population (7,708) of Rossmoor stores located in the vicinity of Katella and Los Alamitos Avenues. This trade area population represents 59% of the total population in Rossmoor.

TABLE S-10
Projected Retail Sales - Los Alamitos Planning Area - 1966-1985*
(in thousands of dollars)

Retail Outlet	1966 Sales	1985 Sales
Apparel Stores	$ 99	$ 2,461
General Merchandise	72	3,539
Drug Stores	788	2,400
Food Stores	7,132	16,954
Packaged Liquor	214	1,036
Eating & Drinking	1,614	3,740
Furniture & Appliances	240	1,952
Building Materials	3,949	7,742
Auto Dealers & Supplies	181	9,386
Service Stations	1,688	7,728
Other Retail Outlets	373	4,893
Total Retail	$16,350	$61,831

*Includes all Retail Outlets in Los Alamitos and Rossmoor.

TABLE S-11
Estimated Sales Per Square Foot for Los Alamitos Retail Outlets - 1966

Retail Outlet	1966 Building Area Sq. Ft.	1966 Estimated Sales per Sq. Ft.	Minimum Sales Per Sq. Ft. - Cox
Apparel Stores	2,240	$44.20	$44.00
General Merchandise	1,200	60.00	60.00
Drug Stores	4,800	75.00	75.00
Food Stores	36,790	110.87	111.00
Packaged Liquor	900	70.00	70.00
Eating and Drinking	22,508	42.52	47.00
Furniture & Appliances	5,342	44.93	45.00
Building Materials	87,755	45.00	45.00
Auto Dealers & Supplies	3,128	45.08	25.00
Service Stations	40,204	3.91*	-
Other Retail Outlets	8,293	44.98	45.00
Total Retail	213,160		

*Based on Total Land Area

TABLE S-12
Land Use Projections, Los Alamitos CBD

Retail Outlet	1966 Building Area (Sq. Ft.)	1985 Building Area (Sq. Ft.)	Parking Ratio	CBD Land Area Required by 1985 (Sq. Ft.)
Apparel Stores	2,240	55,932	1:1	111,864
General Merchandise	1,200	58,983	1:1	117,966
Drug Stores	4,800	25,333	2:1	75,999
Food Stores	36,790	116,703	3:1	466,812
Packaged Liquor	900	11,942	2:1	35,826
Eating & Drinking	22,508	64,681	1:1	129,362
Furniture & Appliances	5,342	43,378	1"1	86,756
Building Materials	1,267	83,156	1:1	166,312
Auto Dealers & Supplies*	3,128	371,440	5:1	557,160
Service Stations*	40,204	188,200	0:1	188,200
Other Retail Outlets	8,293	108,733	1:1	217,466
Total Retail	126,672	1,128,481		2,153,723**

*Data for Auto Dealers and Service Stations based on total land area occupied.

**Land Use Plan designates 2,262,474 Sq. Ft. of area for retail activities.

IV. INDUSTRIAL STUDY

Features Essential to the Competitive Position of the City:

In Los Alamitos, electric power is supplied by the Southern California Edison Company; natural gas is supplied by the Southern Counties Gas Company; water is supplied by the Southern California Water Company. Rates charged by each of these companies are shown on the following three tables.

A wide range of transportation facilities is available to industry in Los Alamitos. Rail service in the city is provided by the Pacific Electric Railroad, a subsidiary of the Southern Pacific Railroad Company. There are two airports in the vicinity with scheduled air service; the Orange County Airport (17 miles) and the Los Angeles International Airport (31 miles). Non-scheduled air service is available at the Long Beach Airport, 8 miles from Los Alamitos. All major truck lines service the area, providing overnight service to many western cities, including San Francisco, Sacramento, and Phoenix. The city is situated close to five major freeways.

City tax rates compare favorably with other Orange County cities, as shown on Table B-4. As in all Orange County Cities, and in most California cities, a 5% sales tax is levied in Los Alamitos; a 4% rate collected by the state and the remaining 1% retained by the city.

At present the local labor force exceeds the number of employed persons in Los Alamitos. Within the local labor force, there is a wide range of occupation and professional skills, as was discussed in the previous section of this report.

At present, the cost of industrial land ranges between $12,000 to $13,000 per acre, based on assessed market values.

Existing Industries:

In Los Alamitos, there are presently 15 firms engaged in manufacturing and construction activities; 67 firms in trade; 15 firms in financial and insurance services, and 115 firms in personal services. A substantial portion of current employment in the city occurs in manufacturing and construction establishments (836 compared to 2,762 total employment). Major manufacturers include Arrowhead Products and Thermodyne.

Industrial Land:

There are 346 acres of land which are industrially zoned; 162 acres are vacant and 184 acres are developed. However, of the 184 developed acres, only 43 have a manufacturing use; 26 acres involve heavy commercial use. More than 93 acres of the industrially-zoned land have non-conforming uses, including duplexes, apartments, and trailer courts, and a large amount of public uses such as schools and churches. Additional land available for industrial development and the accompanying basic employment would benefit the city. However, it appears that the only way to make lands available for additional industrial zoning is through private acquisition of Air Base property.

TABLE B-1
Electric Power, Los Alamitos
Cost of Electric Power, Southern California Edison Company

Maximum Demand	Monthly Usage (KWH)	Net Monthly Electric Bill	Average Cost Per KWH
5,000 KW	1,000,000	$12,409	$.0124
2,500 KW	500,000	6,475	.0130
1,000 KW	200,000	2,699	.0135
500 KW	100,000	1,424	.0142
300 KW	60,000	914	.0152
150 KW	30,000	559	.0186

Monthly Usage (KWH)	Net Monthly Electric Bill	Average Cost Per KWH
2,000,000	$18,509	$.0093
1,000,000	9,797	.0098
400,000	4,028	.0101
200,000	2,088	.0104
120,000	1,313	.0109
60,000	764	.0127

TABLE B-2
Natural Gas Rates, Los Alamitos
Cost of Industrial Gas, Southern Counties Gas Company

Monthly Delivery (Therms)	Interruptable Service Average Cost Per Therm	Average Cost Per MCF
500,000	$.0369	$.4055
100,000	.0399	.4385
50,000	.0408	.4485
25,000	.0416	.4576
5,000	.0441	.4854

Monthly Delivery (Therms)	Firm Service Average Cost Per Therm	Average Cost Per MCF
500,000	$.0500	$.5499
100,000	.0505	.5553
50,000	.0511	.5620
25,000	.0523	.5755
5,000	.0555	.6106

Note:
MCF = Million Cubic Feet
1 Therm = 100,000 BTU
BTU content per cubic foot = 1100

TABLE B-3
Industrial Water Costs, Los Alamitos
Supplier: Southern California Water Company

Minimum Charge For:	Per Meter Per Month
5/8" x 3/4" meter	$ 2.05
3/4" meter	2.55
1" meter	4.00
1 1/2" meter	6.50
2" meter	9.50
3" meter	17.00
4" meter	30.00
6" meter	50.00

Quantity Rates For:	Per Meter Per Month
800 cu.ft. or less	$ 2.05
Next 1,500 cu.ft. per 100 cu.ft.	.13
Next 2,700 cu.ft. per 100 cu.ft.	.10
Over 5,000 cu.ft. per 100 cu.ft.	.09

TABLE B-4
City Tax Rates of Orange County Cities, 1961-1967

City	Fiscal Year 1966-1967	1965-1966	1964-1965	1963-1964	1962-1963	1961-1962
Anahiem	$1.10	$1.10	$1.10	$1.10	$1.10	$1.10
Brea	1.53	1.55	1.57	1.58	1.60	1.60
Buena Park	1.25	1.30	1.30	1.30	1.30	1.40
Costa Mesa	1.00	1.00	1.00	1.53	1.00	1.00
Cypress	1.00	1.00	1.00	.75	.75	.75
Fountain Valley	1.15	1.15	1.00	1.00	1.00	1.00
Fullerton	1.49	1.55	1.57	1.59	1.63	1.63
Garden Grove	1.00	1.00	1.00	1.00	1.00	.87
Huntington Beach	1.33	1.33	1.33	1.33	1.33	1.33
Laguna Beach	1.499	1.499	1.51	1.5655	1.59	1.591
La Habra	1.55	1.55	1.55	1.55	1.55	1.55
La Palma	1.04	1.29	*	*	*	*
Los Alamitos	1.00	1.00	1.00	1.00	1.00	1.00
Newport Beach	1.14	1.13	1.18	1.20	1.24	1.24
Orange	1.50	1.50	1.51	1.55	1.59	1.63
Placentia	1.28	1.28	1.28	1.28	1.28	1.15
San Clemente	1.59	1.6233	1.65	1.50	1.50	1.55
San Juan Capistrano	1.25	.95	1.00	1.00	1.00	.60
Santa Ana	1.16	1.21	1.345	1.36	1.39	1.40
Seal Beach	1.35	1.35	1.385	1.485	1.50	1.50
Stanton	1.00	1.00	1.00	1.00	1.00	.675
Tustin	1.00	1.00	1.00	1.00	1.00	1.00
Villa Park	.98	1.00	1.00	1.00	1.00	**
Westminster	1.00	1.00	1.00	1.00	1.00	.50

* No data available
** Before incorporation

V. MUNICIPAL REVENUES AND EXPENDITURES

Revenues:

Table G-1 outlines the growth of assessed values in Los Alamitos. With the City tax rate remaining constant, the increase in property taxes levied reflects the growth trend of assessed values.

Table G-2 shows the growth of all city revenue categories since 1960. Major sources of revenue include property taxes, sales taxes, and funds from other governmental agencies. On a state-wide basis, cities collect close to two dollars of property tax for every one dollar of sales tax received. In Los Alamitos, sales tax receipts are proportionately higher and as a result, only $1.36 of property tax was collected in 1965-1966 for every sales tax dollar received. In the fiscal year 1964-1965, this ratio was even lower, with only $1.21 of property tax collected for every dollar of sales tax.

During the fiscal year 1965-1966, per capita sales tax receipts in Los Alamitos amounted to $11.12. During the same time, per capita sales tax revenue for Orange was $12.09; $13.33 for Garden Grove; $2.37 for Cypress; $24.22 for Buena Park; and $7.95 for Westminster. On a per capita basis, revenues from "other government agencies" were similar among Orange County cities - $13.43 in Los Alamitos; $15.49 in Fullerton; $13.47 in Cypress; $14.59 in Orange; $18.99 in Garden Grove, and $14.51 in Westminster.

TABLE G-1
Assessed Value Trends, Tax Rates, and Taxes Levied, Los Alamitos
1961-1967

Fiscal Year	Assessed Value[1]	Tax Rate[2]	Property Taxes Levied
1961-1962	$ 4,222,970	$1.00	$ 42,230
1962-1963	6,052,470	1.00	60,525
1963-1964	7,921,970	1.00	79,219
1964-1965	10,105,860	1.00	101,059
1965-1966	12,225,630	1.00	122,256
1966-1967	13,537,580	1.00	135,375
1974-1975	17,400,000[3]		
1979-1980	19,300,000[3]		
1984-1985	20,700,000[3]		

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[1] Grand total of assessed value (land and improvements) subject to local tax rate.

[2] Total City Tax Rate

[3] Projections of assessed values based on historical trends and on Land Use Plan as described in Los Alamitos General Plan, Land Use Element.

TABLE G-2

City Revenues and Expenditures, Los Alamitos, 1960-1966

	1965-1966	1964-1965	1963-1964	1962-1963	1961-1962	1960-1961
Revenues						
Property Taxes	$124,320	$100,959	$ 76,432	$ 58,762	$ 41,899	$ 29,921
Sales & Use Taxes	91,121	83,368	47,945	34,652	28,462	18,771
Franchise Taxes	12,509	11,733	9,752	9,074	7,833	3,129
Licenses & Permits	47,746	47,246	48,503	79,325	37,528	24,227
Fines & Penalities	45,361	36,548	39,057	36,143	18,229	1,320
Use of Money & Property	1,413	1,868	2,304	1,166	268	150
From Other Agencies	110,096	106,014	79,333	34,393	40,448	28,155
Service Charges	13,024	17,544	19,570	34,350	9,519	1,761
Other Revenue	600	155	9,276	30,799	35,349	--
Total Revenue	$446,190	$405,455	$326,772	$318,664	$219,535	$107,434
Expenditures						
General Government	$ 89,233	$231,223	$ 68,644	$ 50,074	$100,942	$ 29,534
Public Safety	199,745	162,454	136,682	104,815	68,704	11,903
Public Works	171,757	73,877	58,861	136,374	34,466	12,151
Parks & Recreation	1,786	3,445	3,269	9,046	--	--
Total Expenditures*	$462,521	$470,999	$267,456	$300,282	$204,112	$ 53,588
Assets-Beginning of Year	$242,663	$ 86,421	$ 62,866	$ 43,379	$ 2,200	--
Capital Outlays	12,929	156,241	23,555	19,487	41,179	$ 2,200
Assets-End of Year	$255,592	$242,663	$ 86,421	$ 62,866	$ 43,379	$ 2,200
% Capital Outlays to Expenditures	2.80%	33.17%	8.81%	6.49%	20.17%	4.11%

*Includes Capital Outlays

Expenditures:

Major expenditure categories are also shown on Table G-2. The per capita operating cost of the three functions (exclusive of capital outlays) was $54.63 during 1965-1966. During the same year, these expenditures amounted to $59.23 in Fullerton; $47.07 in Buena Park; $39.90 in Garden Grove; $52.61 in Orange, and $35.56 in Westminster.

In addition to operating expenses, capital outlays are a major city expenditure. State-wide, cities spend about 11% of their annual budget for capital outlay items. Orange County cities, however, have averaged 24% of capital expenditures to total expenditure since 1960. This is a direct result of rapid growth. Over the past six fiscal years, Los Alamitos average capital outlay amounted to more than 18% of total expenditures; Garden Grove averaged 23%; Seal Beach averaged 13%, and Westminster averaged 32%. Thus, while the rate of capital expenditures is higher in Los Alamitos than on a state-wide average, it is lower than the average of Orange County cities and less than some of the neighboring cities of comparable characteristics.

Revenue and Expenditure Projections:

Projections of city revenues have been made on the assumption that there will be no change in the city tax rate, no change in city land use policies, and no basic change in state laws which govern the apportionment of various state funds to cities. Table G-3 shows revenue projections, which also assume that there will be no annexation of unincorporated areas and that retail sales will continue to increase at a normal rate (in contrast to an accelerated rate possible if local merchants increased their market share to its fullest potential.

Table G-4 shows projected city expenditures under the same assumptions of no annexation and normal retail sales growth. Additionally, it has been assumed that capital outlay expenditures and operational costs will continue their present rate (both in terms of per capita costs, and in terms of an operational cost rate against assessed value).

Tables G-5 and G-6 project revenues and expenditures under the same set of assumptions with one minor changey it is now assumed that an accelerated growth of retail sales will occur in the Central Business District of Los Alamitos, as outlined in the Commercial Retail Section of this report.

Tables G-7 and G-8 again shows revenues and expenditures projected under the same set of assumptions except that now annexation of Rossmoor is assumed; normal growth of retail sales is also assumed.

Table G-9 summarizes total revenue and expenditure projections under four conditions - no annexation with (1) normal retail sales growth and (2) accelerated retail sales growth, and with annexation under (3) normal sales growth and (4) accelerated sales growth. The financial advantages of rapid sales growth and of annexation are obvious.

Bonding Capacity:

A city's legal limit for general obligation bonds is 15% of assessed valuation. The bond limit for Los Alamitos would thus be $2,030,600. However, other debts - school and special district bonds - reduce the bonding capacity to a "practical" limit of 10%, or approximately $1,353,758. Since Los Alamitos has no outstanding general obligation bonds, the city has the present capacity to raise $1,353,758 through bonded debt.

TABLE G-3
Los Alamitos City Revenue Projections to 1985, without Rossmoor Annexation, Under Normal Growth

	Fiscal Year			
Revenue Source	1965-1966	1974-1975	1979-1980	1984-1985
Property Taxes	$124,320	$180,000	$200,000	$215,000
Franchise Taxes	12,509	17,400	19,300	20,700
Sales & Use Taxes	91,121	120,000	153,000	195,000
Licenses & Permits	47,746	50,000	52,000	53,000
Fines & Penalities	45,361	74,800	80,400	86,000
Use of Money & Property	1,413	2,000	2,000	2,000
Trailer Coach License Fees*	2,400	4,000	4,000	4,000
Alcholic Beverage Control Fees*	2,899	4,000	4,000	4,000
Vechicle In Lieu Tax*	51,173	69,600	76,100	84,200
Gasoline Tax*	53,624	99,800	118,800	138,800
Service Charges	13,024	11,900	10,400	8,200
Other Revenue	600	1,000	1,000	1,000
Total Revenue	$446,190	$634,500	$721,000	$814,600

*State Apportionments made to the City.

TABLE G-4

Los Alamitos City Expenditures Projections to 1985, without Rossmoor Annexation and Under Normal Growth

	Fiscal Year			
	1965-1966	1974-1975	1979-1980	1984-1985
Operating Expenses*				
General Government	$ 83,941	$119,538	$132,591	$142,209
Public Safety	194,385	226,722	251,479	269,721
Public Works	169,480	155,904	172,928	185,472
Total Operating Expenses*	$447,806	$502,164	$556,998	$597,402
Other Service Expenses	1,786	2,436	2,702	2,898
Total Expenses	$449,592	$504,600	$559,700	$600,300
Capital Outlays	12,929	111,012	123,134	132,066
Total Expenditures	$462,521	$615,612	$682,834	$732,366

*Exclusive of Capital Outlays

TABLE G-5
Los Alamitos City Revenue Projections to 1985,
based on Accelerated Growth, Without Annexation

	Fiscal Year			
	1965-1966	1974-1975	1979-1980	1984-1985
Property Taxes	$ 124,320	$ 200,000	$ 250,000	$ 300,000
Franchise Taxes	12,509	27,000	34,000	40,000
Sales & Use Taxes	91,121	346,690	439,090	563,940
Licenses & Permits	47,746	75,000	85,000	90,000
Fines & Penalities	45,361	74,800	80,400	86,000
Use of Money & Property	1,413	2,500	3,500	4,000
Trailer Coach License Fees*	2,400	4,000	4,000	4,000
Alcholic Beverage Control Fees*	2,899	4,000	5,000	6,000
Vechicle In Lieu Tax*	51,173	69,600	76,100	84,200
Gasoline Tax*	53,624	115,000	129,000	150,000
Service Charges	13,024	25,000	30,000	35,000
Other Revenues	600	1,000	1,000	1,000
Total Revenue	$ 446,190	$ 944,590	$1,168,590	$1,364,140

*State Apportionments made to the City

TABLE G-6
Los Alamitos City Expenditure Projections to 1985,
without Annexation, with Accelerated Growth

	Fiscal Year			
	1965-1966	1974-1975	1979-1980	1984-1985
Operating Expenses*				
General Government	$ 83,941	$139,708	$157,934	$181,533
Public Safety	194,385	264,978	299,547	344,305
Public Works	169,480	182,211	205,981	236,759
Total Operating Expenses*	$447,806	$586,897	$663,462	$762,597
Other Service Expenses	1,786	2,847	3,218	3,699
Total Expenses	$449,592	$589,744	$666,680	$766,296
Capital Outlays	12,929	129,744	146,670	168,585
Total Expenditures	$462,521	$719,488	$813,350	$934,881

*Exclusive of Capital Outlays

TABLE G-7
Los Alamitos City Revenue Projections to 1985,
with Rossmoor Annexation, Normal Growth

	Fiscal Year			
	1965-1966	1974-1975	1979-1980	1984-1985
Property Taxes	$ 404,330	$ 460,000	$ 480,000	$ 495,000
Franchise Taxes	27,500	32,500	34,500	36,000
Sales & Use Taxes	135,521	164,400	197,400	239,400
Licenses & Permits	68,246	70,100	72,200	73,300
Fines & Penalities	50,000	80,000	85,000	90,000
Use of Money & Property	1,413	2,000	2,000	2,000
Trailer Coach License Fees*	2,400	4,000	4,000	4,000
Alcholic Beverage Control Fees*	4,130	5,200	5,200	5,200
Vechicle In Lieu Tax*	179,843	199,600	216,100	224,200
Gasoline Tax*	125,048	174,800	198,800	223,800
Service Charges	17,674	16,900	15,400	8,200
Other Revenue	1,000	1,000	1,000	1,000
Total Revenue	$1,017,105	$1,210,500	$1,311,600	$1,402,100

*State Apportionments made to City

TABLE G-8
Los Alamitos City Expenditure Projections to 1985,
with Rossmoor Annexation, with normal Growth*

	1965-1966	1974-1975	1979-1980	1984-1985
Assessed Value	$41,323,160	$45,400,000	$47,300,000	$48,700,000
Operating Expenses*				
General Gov't.	$ 101,941	$ 111,998	$ 116,685	$ 120,139
Public Safety	312,885	343,753	358,139	368,739
Public Works	224,480	246,627	256,948	264,553
Total Operating Expense*	$ 639,306	$ 702,378	$ 731,772	$ 753,431
Other Service Expense	51,311	56,373	58,732	60,470
Total Expenses	$ 690,617	$ 758,751	$ 790,504	$ 813,901
Capital Outlays	82,929	166,925	173,911	179,058
Total Expenditures	$ 773,546	$ 925,676	$ 964,415	$ 992,959

*Exclusive of Capital Expenditures

TABLE G-8
Los Alamitos City Expenditure Projections to 1985,
with Rossmoor Annexation, with normal Growth*

	1965-1966	1974-1975	1979-1980	1984-1985
Assessed Value	$41,323,160	$45,400,000	$47,300,000	$48,700,000
Operating Expenses*				
General Gov't.	$ 101,941	$ 111,998	$ 116,685	$ 120,139
Public Safety	312,885	343,753	358,139	368,739
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Other Service Expense	51,311	56,373	58,732	60,470
Total Expenses	$ 690,617	$ 758,751	$ 790,504	$ 813,901
Capital Outlays	82,929	166,925	173,911	179,058
Total Expenditures	$ 773,546	$ 925,676	$ 964,415	$ 992,959

*Exclusive of Capital Expenditures

TABLE G-9
Total Revenue and Expenditure Projections to 1985, City of Los Alamitos

	1965-1966	1974-1975	1979-1980	1984-1985
I. No Annexation				
A. Normal Growth				
1. Revenues	$ 446,190	$ 634,500	$ 721,000	$ 814,600
2. Expenditures	462,521	615,612	682,834	732,366
B. Accelerated Growth*				
1. Revenues	$ 446,190	$ 944,590	$1,168,590	$1,364,140
2. Expenditures	462,190	719,488	813,350	934,881
II. Rossmoor Annexation				
A. Normal Growth				
1. Revenues	$1,017,105	$1,210,500	$1,311,600	$1,402,100
2. Expenditures	773,546	925,676	964,415	992,959
B. Accelerated Growth*				
1. Revenues	$1,017,105	$1,520,590	$1,759,190	$1,951,640
2. Expenditures	773,546	1,029,552	1,094,931	1,195,474

*Based on Full utilization of Industrial and Commercial Lands

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Insert

GENERAL PLAN



1968

HAHN, WISE and
ASSOCIATES, INC.
Planning Consultants
San Carlos, California

Standards

- The present population of the city is 9,400 with an estimated 21,000 persons in the Planning Area. By the year 1975 there will be 12,800 persons in the city; 14,000 by 1980, and 15,500 in 1985. It is estimated that the Planning Area can expect a population of some 28,680 people by 1985.
- Residential uses are divided into these densities: Low density, not more than five (5) dwelling units per acre; medium density, not more than twelve (12) dwelling units per acre; medium-high density, not more than twenty (20) dwelling units per acre; high density, not more than thirty (30) dwelling units per acre. Precise control of these densities should be secured through the provisions of the zoning ordinance.
- The present business area will be strengthened and enlarged. New strip commercial development along major streets will be discouraged.
- The need for neighborhood shopping centers is to be recognized, but only when sufficient buying power occurs in residential areas; or when present areas redevelop into higher densities.
- Existing heavy commercial - light industrial areas to be recognized so far as possible, but must be planned for more attractive use and screened for adjoining residential areas.
- Additional land must be planned for industrial use, to provide local employment and to strengthen the local economy.
- Each residential neighborhood, as defined by the circulation element of the General Plan, shall be served by a neighborhood recreational park; groups of several neighborhoods should be served by a community park.
- The street system is to be geared to a minimum of 6,500 local vehicles by 1975, and the traffic volume approximately twice that level.
- The local street and highway system is to be adapted as far as practical with the present projected plans of state and county agencies, produce a unified area traffic pattern and program.
- Exclusively residential areas are to be isolated and protected from heavy traffic.
- Growth of the city will continue at a slower but steady rate during the next twenty years.

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San Carlos, California

1968

GENERAL PLAN

CITY OF LOS ALAMITOS

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Land Use Plan

RESIDENTIAL

A. Low Density - This designation has been used for those parts of the Planning Area which have been developed with small to medium-size, single-family homes - the current subdivision pattern, with approximately five homes per acre. It has been extended over those parts of the Planning Area which have already been earmarked for homes, and into those areas which can be best suited in the future for home sites.

B. Medium Density - This designation covers all areas suitable for duplex and triplex development, with open space for comfortable, pleasant, uncrowded living.

C. Medium-high Density - This district, by far the largest area in the city, recognizes certain established patterns and controls. It will provide the area required by many industrial employees who will find Los Alamitos a pleasant and desirable city in which to live.

D. High Density - This designation includes most of the present high density apartment areas, and areas adjacent to business development which are or will be in the need of redevelopment in the near future. Other areas are indicated to take advantage of present development, or to support other proposed uses.

COMMERCIAL

A. Business District - The primary retail centers for the Los Alamitos Planning Area, at the present time, are the southwest corner of Katella Avenue and Los Alamitos Boulevard,and the Rossmoor Shopping Center. Businesses interspersed with heavier uses along other portions of Los Alamitos Boulevard and Katella Avenue do not attract retail customers into the area, and can only be considered one-stop retail stores. Some effort must be made to concentrate compatible retail outlets, in order to attract potential customers.

B. Neighborhood Shopping - These areas serve the neighborhoods developing within the city and planning area. These are "convenience goods" centers - for markets, household supply stores, drug stores, service shops and service

C. Highway Commercial - This district will be oriented along major streets to serve the traveler, visitor and shopper, with drive-in type of merchandising such as service stations, garages,and auto, truck, trailer and boat sales and service. Motels, drive-in restaurants, furniture stores, hardware and other supply outlets might also be included in this district.

D. Heavy Commercial - Light Industrial Areas have been indicated where heavier commercial uses such as lumber yards, warehousing, wholesale stores and storage truck yards and similar intermediate uses can be located along with selective light industrial plants.

OFFICE AND PROFESSIONAL

It has been found that professional offices particularly can mix with apartments, if adequate parking and landscaping are required. Several areas have been designated as "office and professional", to support the various commercial-residential areas in the plan. These districts could allow a mixture of apartments and professional uses, or could be restricted to professional-retail uses.

INDUSTRIAL

A. Controlled or Planned Industrial - It is fortunate that the City does contain some areas in the northwest corner for industrial development. However, the City badly needs more industrial zoning and the accompanying basic employment, and it appears that the only way to get it would be by private acquisition of a portion of the air base property.

PUBLIC USES

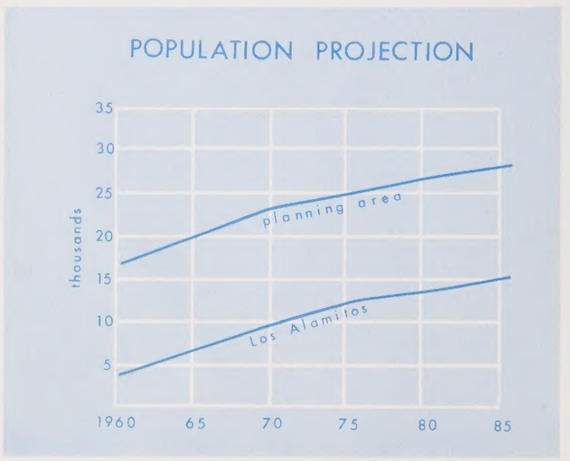
Civic Center. Offices of the Civic Center are adequate to serve the present population; however, it will be necessary to increase the area of administrative facilities for the city, and to provide a more adequate police and fire facility. It is estimated that the city should have a minimum of five acres for a Civic Center site to serve future population. The present location of the Civic Center could be expanded to meet this requirement. It is recommended that the police and fire facility be located on the Civic Center site.

Library. The location of the library need not be central, but it should be easily available to the public. The Civic Center location would be convenient to schools, commerce and traffic. It is estimated that a building containing between 10,000 and 12,000 square feet will be required for the Planning Area by 1985.

The Circulation Plan

The street classifications proposed in this report are those used in the Master Plan of arterial highways,Orange County. Street standards are presented in terms of accepted principles of traffic service and land service functions performed.

- Major highways: the principal network for traffic flow; the main traffic routes through the Planning Area which will permit through traffic to flow in and out of the area with the least possible effect upon local traffic and abutting land uses.
- Primary highways: serve the same general purpose as the major, however, to a lesser degree or density potential.
- Secondaries: collector streets, arranged and designed to collect the local traffic and carry it to major and primary highways with the least possible delay enroute, and the least possible adverse effect on abutting land uses. This category of streets is probably the most important in the proposed plan, because of the function within the local traffic movement potential.
- Local streets: provide access to abutting properties, moving vehicles from home to the secondary system with ease and safety. These streets, by intent and design, will not accommodate heavy traffic. They provide the framework for building and landscaping, and become the bloodstream of the neighborhood. Busses and heavy truck traffic should be restricted to major and primary streets, and should be excluded by ordinance from using secondary and local streets except for required local deliveries.



The Circulation Plan includes both existing and proposed streets which will adequately handle the traffic expected by 1985. It also indicates several new arterial streets that should be provided to complete the circulation system, and local streets needed to provide internal circulation both for local convenience and emergency vehicle access, and for right-of-way to "loop" public utility services. The map also indicates where existing traffic control devices should be added to encourage smooth traffic flow and the use of the pattern recommended by the Plan.

IMPLEMENTING AND FINANCING

The primary responsibility for implementing the Circulation Plan must lie with the city. The city and county, along with property owners, will have to assume responsibility for improving existing important streets. An effort should be made to work out a cooperative arrangement for the improvement of these existing streets.

Responsibility for developing new arterials should be shared between the owners of abutting property and the city or county. It is important that rights-of-way for these streets be protected as soon as possible, and obtained as part of a proposed development.

New secondary streets should be the responsibility of the developer. The developer should assume full responsibility for any secondary street which falls within his subdivision.

Financing of proposed street construction and improvement should be based on a pay-as-you-go system. The most reasonable approach would be to establish local assessment districts wherever possible in developed areas, and to require developers of new property to bring streets, contiguous with or inside their property, up to recommended standards.

The primary sources of funds available to the city for construction and maintenance of streets will continue to come from Gas Tax Funds collected and distributed by the State of California. Gas Tax funds and the city's General Fund should be concentrated on construction and maintenance projects only. Beautification of streets should be combined under a program involving the entire city, or specific areas such as the business district.

The Recreation Plan

Two acres of playground, park, greenbelt or open space should be provided for each 1000 persons. This standard is relatively new and already an open question as being too limited. But the area is most fortunate in having the El Dorado park and golf course; the Los Alamitos golf and driving range, west of the Los Alamitos race track; the Old Ranch Country Club and Golf Course southerly of the U.S. Naval Air Station, and the Navy Golf Course itself. Unfortunately, these facilities are primarily for adult use which makes them unavailable for all practical purposes, for small children and mothers with their tots in the central portion of the planning area. With all these facilities, an additional 2 acres per 1000 population seems satisfactory.

The Plan is based on the theory that schools will be used for recreation facilities in the neighborhoods served by them. This coordination will result in less cost than facilities constructed separately and will make multiple use of expensive and relatively scarce land. City-owned neighborhood parks should be acquired immediately adjacent to the school grounds, where feasible, so that the more efficient use of neighborhood park area and school play area can be utilized.

Year	Population City	Population Area	Park Acreage City	Park Acreage Area
1967	10,000	22,250	20	42
1976	12,800	25,080	25	50
1985	15,500	28,680	30	55
Max.	18,300	33,200	36	60

ACRES AND PER CENT OF DEVELOPED AREA BY TYPES OF LAND USE

	Acres in City	Per cent Developed	Acres in Plan Area	Per cent Developed
RESIDENTIAL				
Low	575	18.2	1575	41.7
Medium				
Med. High	150	9.4	172)	7.8
High	85	3.6	85)	
COMMERCIAL				
Neighb'h'd	20)			
Highway	3)	2.0	103	3.4
Retail	30)			
INDUSTRIAL				
Planned	640)	36.5	640	25.5
Other	)			
PUBLIC				
Schools	142)		202)	
Parks	300)	34.9	480)	26.6
Airport	329)		329)	
Other	72)		72)	

Basic economics indicate multiple use of any and all public facilities available, and this is particularly true of school grounds and buildings. Although it is true that today the schools make more use of their property through limited recreation programs of their own, at night school and interschool competition, still there is a great deal of time during the week, weekends and summer when these properties can be utilized for neighborhood recreation facilities.

A committee should be appointed to meet with the proper authorities of the Los Alamitos Elementary School District and the Anaheim Union High School District to investigate these possibilities. Several suggestions are listed below which have been successfully used by other communities:

- Schools furnishing, at minimum cost or on a maintenance agreement, such school grounds and rooms as there needed by the city; the city furnishing the supervision.
- The same basic arrangement, but with schools furnishing the supervision under contract to the city, and the program planned by the city.
- Exchange of facilities and personnel.

This agreement can assume many forms: A complex, many-paged document or a simple agreement between the school authorities and the city council. The important thing to remember is the willingness of all concerned to make the program work to the benefit of the whole city and planning area. The people that paid for the facilities have a right to demand their maximum use.

GENERAL PLAN

THE CITY OF LOS ALAMITOS

ORANGE COUNTY, CALIFORNIA

Scale 0 400 800 1600 2000 2400 in Feet

MAHN-WISE & ASSOCIATES PLANNING CONSULTANTS

LEGEND

	FAMILIES PER ACRE
RESIDENTIAL	
Low Density	5
Medium Density	12
Medium High Density	20
High Density*	OVER 20

COMMERCIAL
- Neighborhood
- Highway
- Retail

INDUSTRIAL
- Planned Industrial
- Industrial

PUBLIC
- T Tot Lot
- L Library
- NAME Other

* INCLUDES OFFICES

CIRCULATION

EXISTING PROPOSED
- Major
- Primary
- Collector
- S ⊗ Signal

RECREATION
- Parks, Open Space

